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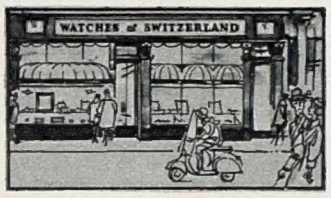

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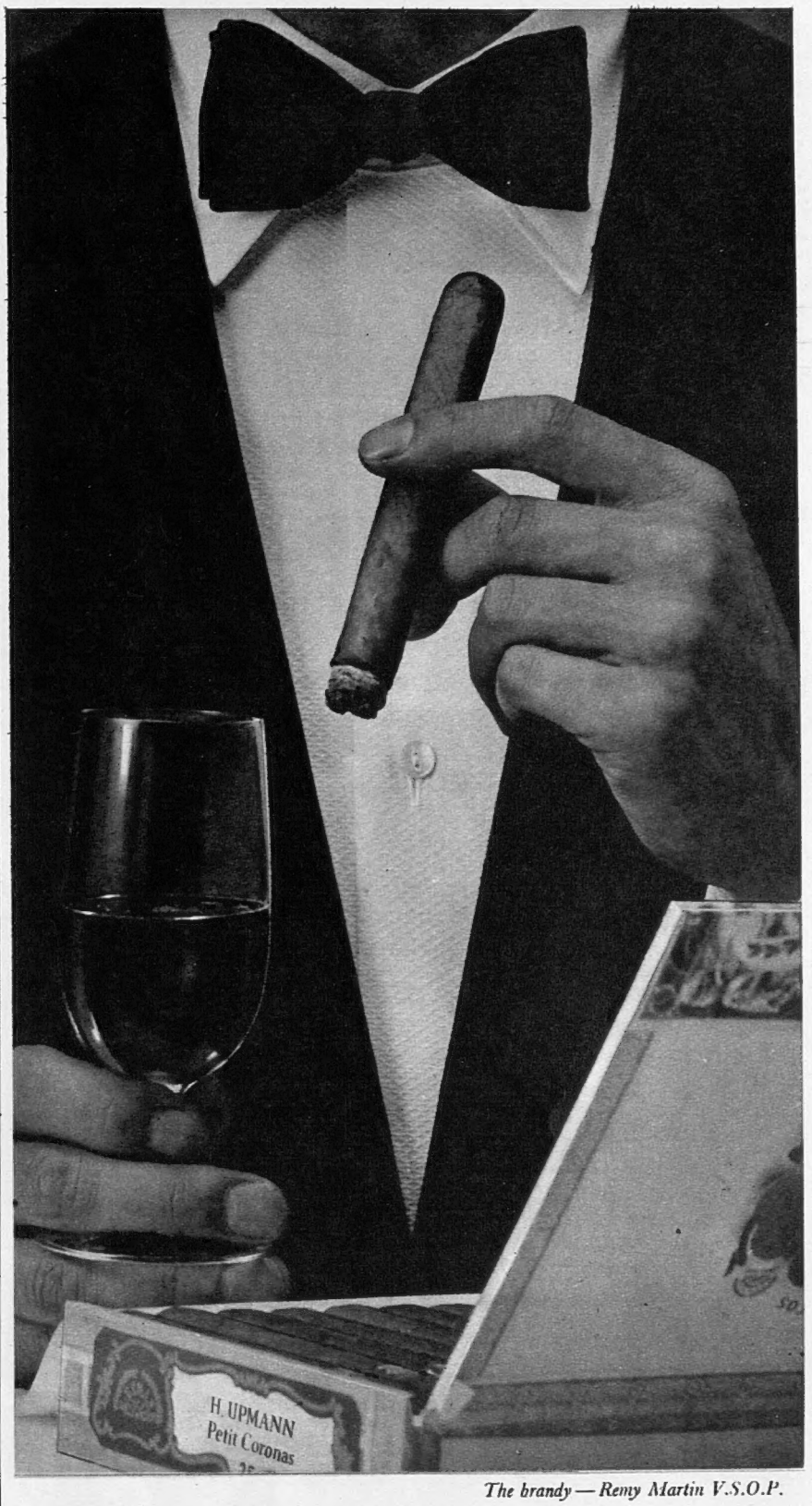

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Volume CCXLIII No. 3158

THE SPHERE

LONDON, December 10, 1960

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With which are incorporated *The Graphic* and *Black & White*

AN ANTARCTIC ARMFUL

On board the *Kista Dan*, the Danish research ship, at Southampton, Sir Vivian Fuchs holds four Husky puppies, a present to him and the Falkland Islands Dependencies Survey, of which he is the director. The puppies, called Mie, Nuga, Whisky and Balasuaq, were brought from Greenland by Captain Hindberg of the *Kista Dan* as a present from the owners of the ship, which has been chartered by the Survey for the voyage carrying supplies to the Falkland Islands and Antarctica. When Sir Vivian sailed to the Antarctic for his historic trans-Antarctic crossing in 1957-8, he made the voyage in the *Magga Dan*, owned by the same company. It was expected that the *Kista Dan* would take about a month on the voyage to the Falkland Islands and another fortnight to the base in the Weddell Sea. She was held up for a day at Southampton by a 24-hour token stoppage by the port's 2,000 dockers. Also affected by the stoppage were the *Queen Mary* and the *Oriana*, on her maiden voyage to Australia. Members of the two crews helped passengers carry their luggage on board and the ships left on schedule

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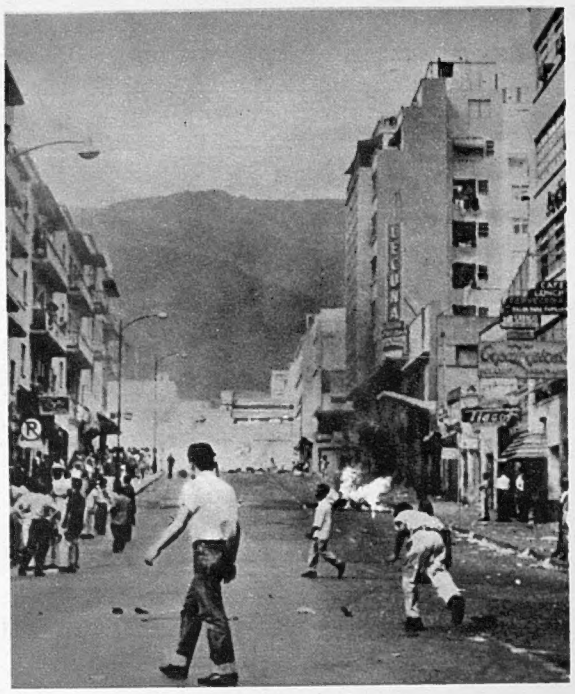
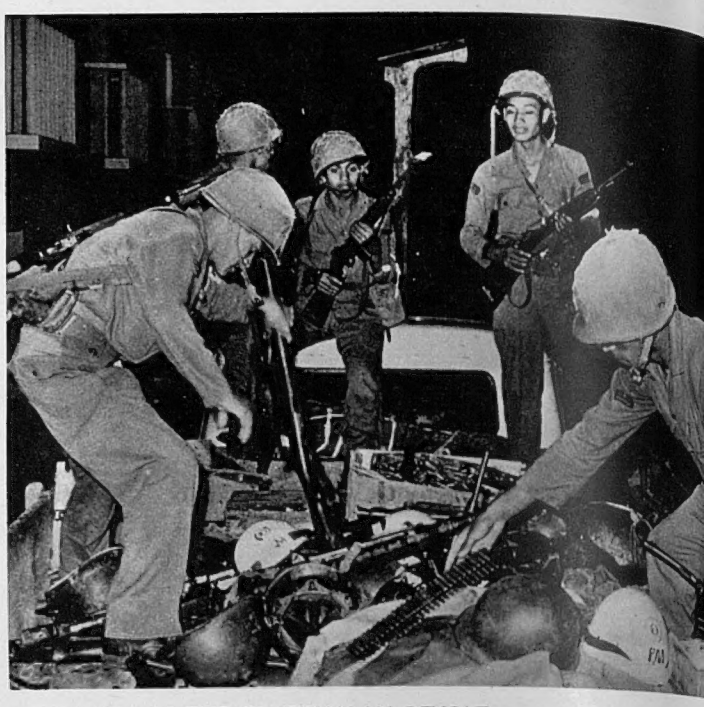


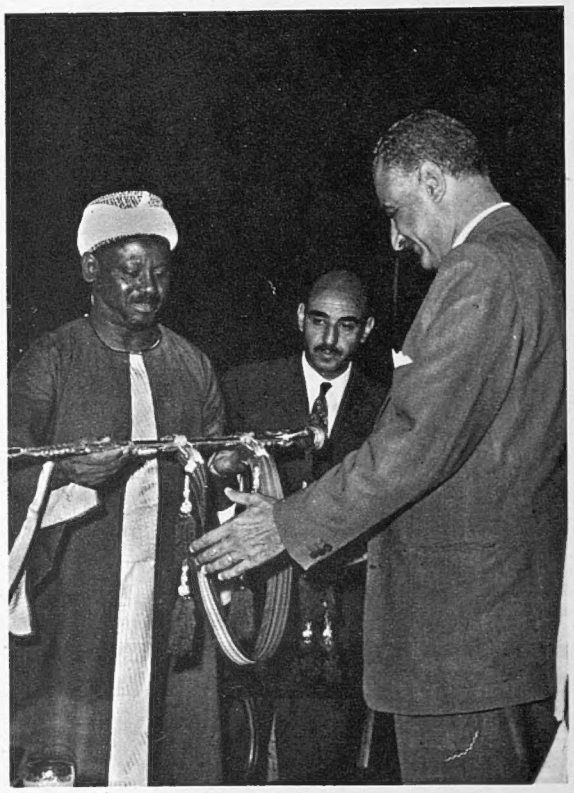
Fires lit by rioters demonstrating against President Betancourt's Government burn in a street in Caracas. Left-wing students in the Venezuelan capital led an armed uprising. There were frequent clashes with police and troops. Students seized a technical school in the university grounds which they held for several days before President Betancourt ordered the university to be evacuated. Traditionally, the police do not invade university buildings in Venezuela

STUDENTS IN VENEZUELA



Far right: At Puerto Barrios, Guatemalan troops examine a cache of Czech-made rifles and ammunition abandoned by the rebel troops during the recent abortive revolt. The city was briefly the rebel headquarters. Guatemala accused Dr. Castro's Cuba of fomenting the revolt

AFTERMATH OF THE GUATEMALAN REVOLT

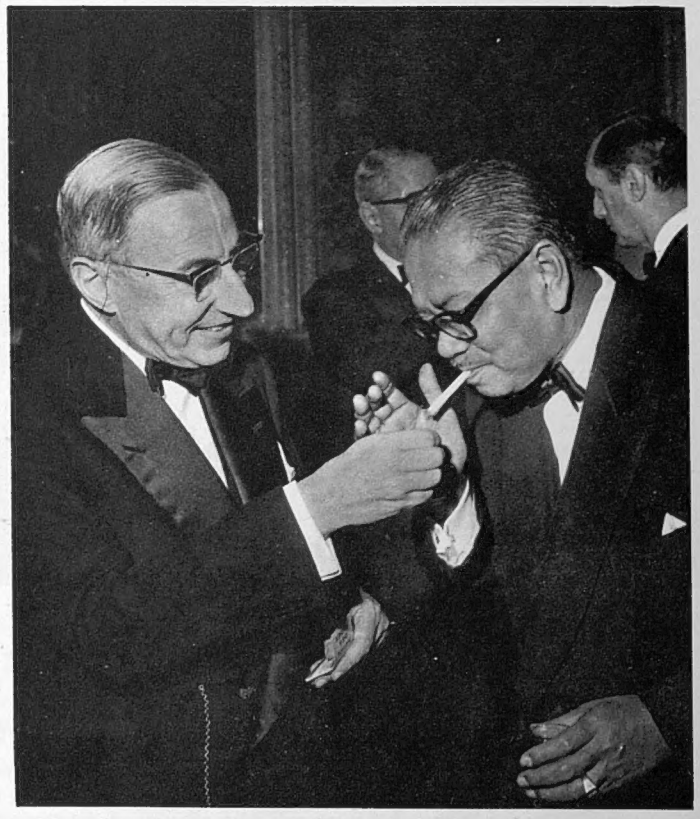


At a reception in his honour in Omdurman, President Nasser of the U.A.R. receives a sword from Siddik al Mahdi, the leader of the Ansar sect. At the end of last month the Mahdi was one of the leaders in Sudan who asked the President, General Abboud, to end his military regime and to hold national elections. The Ansar sect leader has been strongly against military rule in Sudan

COLONEL NASSER IN SUDAN

Far right: Escorted by deputy marshals, a Negro girl enters the William Frantz elementary school in New Orleans. She was one of only three pupils, the other two being white, attending the school to which desegregation decrees had been applied. The other school to which the order applied had no white children at all attending it, as housewives kept up a boycott last week. Federal judges rejected moves by the Louisiana State Legislature designed to halt the process of integration

THE DESEGREGATION BATTLE IN NEW ORLEANS



Professor de Quay, the Prime Minister of the Netherlands, lights a cigarette for Tunku Abdul Rahman at a dinner at The Hague. The Malayan Prime Minister was in the Netherlands for talks on his ideas for mediation between the Netherlands and Indonesia in their dispute over Dutch New Guinea

MALAYA'S PRIME MINISTER IN THE NETHERLANDS

Far right: Mr. Berthoud (left), of the Foreign Office, greets the Deputy Under-Secretary of State of Finland, Mr. O. Munkk, on his arrival at London Airport. Mr. Munkk headed a group of Finnish officials who had arrived for talks on the association of Finland with EFTA (the European Free Trade Association). The recent trade agreement between Finland and Russia was also discussed. At the same time, similar talks were being held in Stockholm between a British delegation and the Swedish Government regarding the whole structure of EFTA. The final decision on the association of Finland with EFTA is expected to be reached next week. (See Finland in Focus on pages 446-448 of this issue)

FINLAND—U.K. TALKS ON TRADE

IN THE CONFERENCE ROOM AT ADMIRALTY HOUSE, CHATHAM: Sea Lords and senior naval officers were at Chatham for a periodic routine meeting of Commanders-in-Chief. This gathering was held at Chatham, after a visit to the dockyard, because it was the last opportunity before the closure, early next year, of The Nore Command, which is based at Chatham. In the picture taken at the conference are (left to right) Vice-Admiral Sir Deric Holland-Martin (Flag Officer [Air] Home); Admiral Sir Manley Power (C.-in-C. Portsmouth); Admiral Sir Robin Durnford-Slater (C.-in-C. The Nore); Admiral Sir Wilfred Woods (C.-in-C. Home Fleet); Vice-Admiral Sir Charles Madden (C.-in-C. Plymouth); Vice-Admiral R. H. Wright (Flag Officer, Scotland); Vice-Admiral J. M. Villiers (Fourth Sea Lord); Vice-Admiral L. G. Durlacher (Fifth Sea Lord); Admiral Sir Peter Reid (Third Sea Lord); Admiral Sir Caspar John (First Sea Lord); Admiral Sir Walter Couchman (Vice-Chief of Naval Staff); and Vice-Admiral Sir St. John Tyrwhitt (Second Sea Lord)

THE NEWS IN PICTURES

On his return from the Congo, Captain Roberts, in jungle battledress, demonstrates a bow and arrow similar to those used by the "rebel" Baluba troops he led. A former British Army officer, he was arrested by United Nations forces in the Congo. He was flown home in a Royal Canadian Air Force aircraft from Leopoldville to Langar airfield, near Nottingham

CAPTAIN JOHN ROBERTS IN ENGLAND

Far right: Mr. Anthony Wedgwood Benn (left), the heir to the late Lord Stansgate, leaves Lincoln's Inn with Sir Lynn Ungoed-Thomas, Labour Member for Leicester North East and former Solicitor-General. They went to the House of Commons to present a petition asking that Mr. Benn should remain a member of the Commons, despite hereditary disqualification. He had renounced his title and received full support from the executive of his constituency Labour Party—Bristol South-East. The Commons decided that the petition should be referred to the Committee of Privileges

A PETITION TO REMAIN IN THE COMMONS

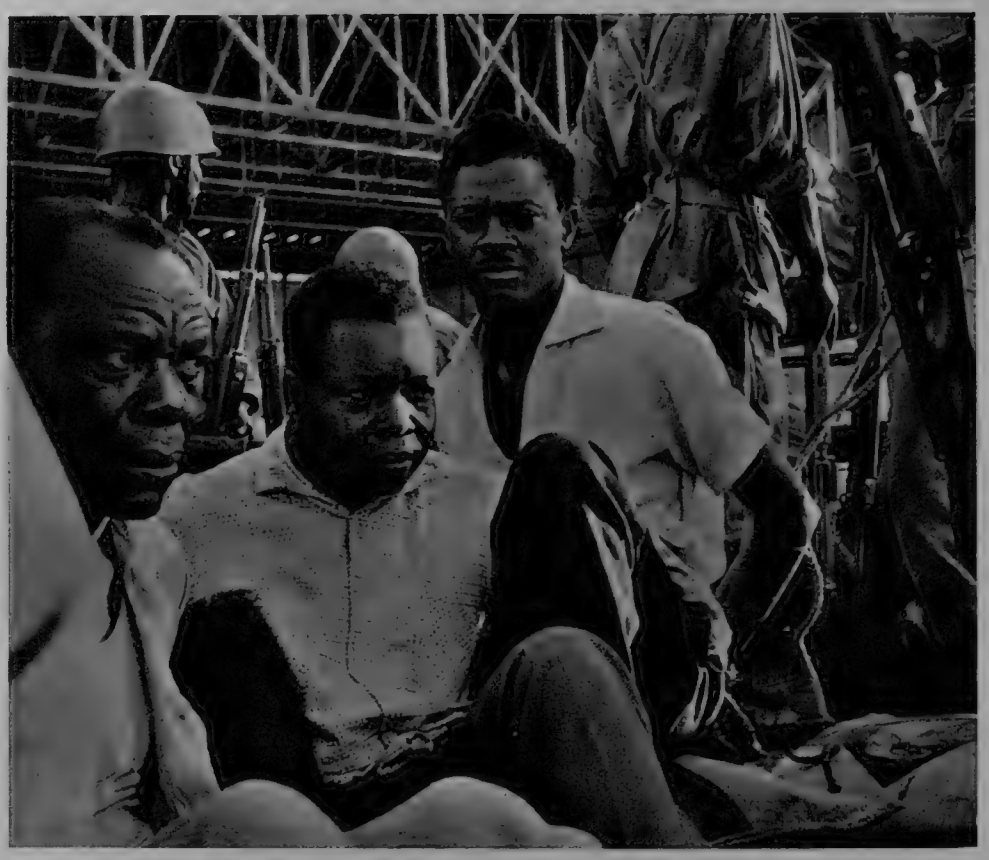
THE ETON WALL GAME

Oppidans and Collegers are locked in combat in the traditional St. Andrew's Day Wall Game on Eton's College Field. It finished in a no-points draw for the eighth time in the last ten years. Watching the struggle were a number of old Etonians and their families who saw no goal scored. This has happened in all the games since 1909. (A goal is worth 10 points and a shy 1 point.) This year the game started with Collegers playing towards Bad Calx, the elm at the Slough end of the field. At one time they made 30 yards along the Wall amid excitement but were driven back. The ground was not as heavy as was feared, since several tons of mud had been removed earlier from the field

THE NEWS IN PICTURES

DR. FISHER TALKS WITH JESUIT PRIESTS IN ROME

The Archbishop of Canterbury greets Joseph Gill, a Jesuit Father, at a reception at the British Embassy in Rome. The British Ambassador in Italy, Sir Ashley Clarke (centre), and another Jesuit priest, Father Bernard Orchard, look on. The reception was held on the same day as the Primate's historic hour-long meeting with Pope John, at the Vatican. On his return to London, at the end of his journey to the Holy Land, Istanbul, Beirut, and Rome, Dr. Fisher said last week-end that the whole purpose of meeting the Pope was "to clear a way for frequent, informal and formal exchanges of interest and understanding between the Churches wherever they exist." He added: "I am certain there will be talks between the Churches. I hope there may be freedom of discussion, freedom of interest and understanding with the Roman Catholics as we already have it with the Free Churches"



MR. LUMUMBA AND AIDES BOUND AND GUARDED ON THE FLOOR OF A LORRY TRAVELLING TOWARDS THYSVILLE

After several days of liberty, Mr. Lumumba, deposed Prime Minister of the Congo, was arrested at Port Francqui, in Kasai Province, by troops of Colonel Mobutu. Newspaper reports stated that he had been taken, severely beaten up, to a Congo National Army Camp at Thysville, 70 miles south-west of Leopoldville. (Thysville was the scene of the mutiny of the Force Publique in July.) Mr. Lumumba was arrested on his way to Stanleyville, in Eastern Province, where his strongest supporters were and where he planned to set up a separate republic. Thirteen people were killed at Kikwit, 250 miles east of Leopoldville, during reprisals taken by Congolese troops for the welcome given to Mr. Lumumba during his flight. At Stanleyville, last week, there were a number of cases of brutality against the 1,500 Belgians in Orientale Province. In the U.N., Afro-Asian spokesmen urged Mr. Hammarskjold to make sure that U.N. troops protected Mr. Lumumba. There were fears Mr. Lumumba might be rapidly tried and executed

POLICE OUT IN FORCE IN AN ATHENS STREET

About 6,000 building workers held an illegal mass meeting in Athens last week, while on strike for insurance and pension privileges. When they attempted to march on the Ministry of Labour, they were blocked by police. The demonstrators threw stones and the police replied with truncheons and tear gas. About fifty police and civilians were injured. The Greek Government officially accused the pro-Communist E.D.A. political party—the second strongest in the Greek Parliament—of instigating the clash. Mr. Kalantzis, Under-Secretary of the Interior, said the Government knew of a Communist plan to take advantage of general labour unrest with the object of creating disturbances. There have been a number of strikes recently—rises in prices were considered to have offset wage increases

NEWS SUMMARY

Communist decision on global policy; another Soviet veto at U.N.; more inundations in Britain; hopes for a new Maltese Constitution; Nasser acts against Belgium

INTERNATIONAL

After three weeks of secret discussions the conference on Communist ideology, attended by representatives of Communist parties from many parts of the world (Yugoslavia was the notable absentee), ended in **Moscow** towards the end of last week. A brief communiqué referred to " exchange of experiences " and to the participants " acquainting themselves with each other's views and positions." This was taken to mean that there had been profound disagreement between the Khrushchevian Revisionists and the Chinese Dogmatists. From statements made by Party leaders in Russia's European satellites on their return home, it seemed that the Revisionists had eventually carried the day in favour of a policy of " peaceful coexistence " (i.e., economic competition) with the Capitalist countries. Mr. Liu Shao-chi, who led the Chinese delegation, contented himself with saying that their visit to Russia would " help to strengthen further the cohesion and friendship between the peoples of our two countries."

In the Security Council in **New York** last Sunday, Russia, using the Veto for the ninety-first time, blocked the admission of Mauritania as the 100th member of U.N. (see also pages 436-437). The Soviet action was a reprisal for the refusal of the Council to give priority consideration to the application by the Mongolian People's Republic for admission. (This application has been made and defeated regularly for a number of years.) It was anticipated that the question of Mauritania might be raised by some of the new African States in the General Assembly debate on Colonialism, which was to continue early this week.

Last week in this debate on the Russian motion for the immediate abolition of Colonialism, an outstanding speech was made by Mr. Ormsby-Gore, on behalf of Britain, against allegations regarding British Colonial policy by the Soviet delegate. Mr. Ormsby-Gore remarked that in the past fifteen years 650,000,000 people outside the Soviet Empire had achieved independence. The only people within the Soviet Empire who had gained their freedom were " the few millions who have escaped as refugees." This statement of fact led to much desk-banging by the Communist representatives.

GREAT BRITAIN

Just before the conference reviewing the constitution of the Rhodesian Federation opened at Lancaster House, in **London,** at the beginning of this week, the three African Nationalist leaders, Dr. Banda, of Nyasaland, Mr. Nkomo, of Southern Rhodesia, and Mr. Kaunda, of Northern Rhodesia, decided that they would attend after all. But it would be for a trial period of four days. Reading a joint statement from all three, Mr. Kaunda stated they were attending only so long as they felt that the Federal talks were not being used to delay the territorial conferences on the constitutions of Northern and Southern Rhodesia. The British Government, in meeting this condition, announced that the territorial conferences would start on December 14.

Mr. Kaunda also said the three leaders were dissatisfied with the size of their delegations. There were reports that there were more representatives on their way to London by air. The three leaders were operating as a team to demand the right of secession and government by majority—African—vote. Another African leader, Mr. Nkumbula, President of the African National Congress of Northern Rhodesia, said that the Federation must end immediately.

The House of Commons spent two days last week debating the Second Reading of the Government's Licensing Bill, which was eventually carried by 301 votes to 69. There was general agreement on Mr. Butler's proposals for tightening up the regulations concerning the licensing of clubs. The main points of attack on his measure were two: the suggested extra hour of " opening time " for pubs on Sunday afternoons and the plan for Wales, which at present has no Sunday opening hours, to be granted local option on this question. The Home Secretary said he would give both these points further consideration.

Mr. Kennedy and Mr. Luther Hodges, the Governor of North Carolina, are seen together at Palm Beach, Florida, after the President-elect had just announced the latter would be his Secretary of Commerce. Mr. Hodges, who is aged sixty-two, was one of the leaders of the textile industry until he retired to enter politics

MALTA

The Malta Constitutional Commission finished its work last week. In a broadcast last Sunday, the chairman, Sir Hilary Blood, said that he was returning to Britain immediately and that he would be handing the Commission's report to the Colonial Office within the next few days. The British Government, Sir Hilary declared, " would have to make up their minds in what form they propose to give Malta the widest measure of self-government consistent with Britain's responsibilities both internationally and to all the Maltese people."

The George Cross island was given full self-government, apart from certain powers reserved to the Governor, in 1947. In 1958 disputes on economic matters between Britain and Malta led to the resignation of the Mintoff Government of the island and to serious public disturbances. A State of Emergency was declared and the Governor assumed full powers. An interim constitution was introduced in April last year. Under it legislative and administrative powers are vested in the Governor and a small Executive Council.

FRANCE

President de Gaulle was due to arrive on a visit to Algeria yesterday (December 9). Before he left Paris it was understood he would have held a meeting of the Council of Ministers to decide the date of the national referendum on the future of Algeria. It was thought it would be agreed that voting should take place on January 8. This would allow three weeks from the President's return from Algeria for the referendum campaign. He will open the campaign with a nationwide broadcast, probably on December 18.

MIDDLE EAST

In **Amman,** in Jordan, the trial opened of those accused of being implicated in the blowing up of the main Government building at the end of August, with the resultant deaths of the Jordanian Prime Minister and twelve others. The trial was being held before a special security tribunal at Abdali barracks, on the outskirts of the capital. Of the sixteen defendants, eleven were accused of engineering the explosion of the two time-bombs, and five others of negligence which made the explosion possible. Seven of the first category were being tried *in absentia.* The Public Prosecutor, in his opening speech, alleged that President Nasser of the U.A.R. and " his agents in Cairo and Damascus " were responsible for a chain of conspiracies against Jordan. One of the accused, pleading guilty, made a long statement in which he said that he had been engaged by the Syrian military intelligence bureau, first to disseminate rumours and secondly to blow up the Prime Minister's office in Amman.

In **Cairo,** President Nasser's U.A.R. Government announced that they had sequestrated two famous hotels—Shepheard's and the Semiramis. According to officials of the firm, Belgians held 30 per cent. of the shares in Shepheard's. The move followed the sudden nationalisation last week of Belgian banks and other firms in Egypt.

The cover design for this year's Christmas number is by Lucien Lowen. Colour pages include Pauline Baynes' interpretation of the Nativity; William McLaren's illustrations of Royal Christmases since the days of the Normans; Geoffrey Fletcher's Victorian party scene and his water-colours of the sites to-day of old London ballads; Victor Coverley-Price's Roses Old and New; and many other pages, including *Trompe L'Oeils* and Dutch still-lifes. In black and white are further illustrated pages; a short story and articles including Rear-Admiral Nicholl's historical survey and personal reminiscences of Christmas Day in the Royal Navy

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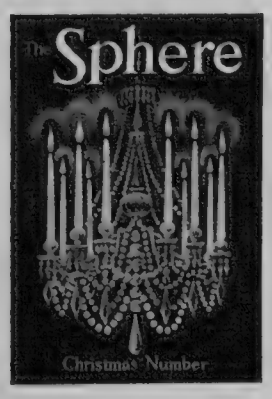

THE NEW AFRICA

Ruanda-Urundi, which is bounded by the former Belgian Congo, Uganda and Tanganyika, has an area of 20,500 square miles and a population of over 4,600,000, of which only a very small number are Europeans. As in so many parts of Africa, the Wind of Change is blowing through this U.N. Trust Territory administered by Belgium. Constitutional reforms were started some months ago. Municipal elections were held earlier this year in Ruanda and at present similar elections are taking place in Urundi. The Belgian authorities have announced that Ruanda-Urundi will become autonomous next year and should achieve full independence at the beginning of 1962.

The latest of the new sovereign states in West Africa is the Islamic Republic of Mauritania (area 322,340 square miles; population 624,000). The arrival at independence for this former French possession has been marred by a dispute with Morocco, which lays claim to the Mauritanian territory. Many, but by no means all, of the inhabitants are Moors and the Government in Rabat maintains that not only Mauritania but also parts of Spanish Sahara and Algeria are historically and racially Moroccan. (Although much of Mauritania is desert, there are valuable iron-ore deposits in the region of Fort Gouraud in the north.) The Moroccan attempt to place the Mauritanian issue on the agenda of the United Nations General Assembly was defeated in the U.N. Political Committee last week. It was expected that Mauritania would be admitted as the 100th member of the U.N.

The " Other " Congo (the former French Congo) kept the second anniversary of its independence last week with celebrations in Brazzaville. Among those present were President Kasavubu, from the disrupted former Belgian Congo across the river; Mr. Tshombe, the Katanga separatist leader, and Mr. Kalonji, head of the Kasai break-away movement. It was believed these three rivals for power might meet for talks in Brazzaville under the aegis of the Abbé Fulbert Youlou, the President of the former French Congo.

The Camel Corps parades for the proclamation of Mauritania

Natives cast their votes and, **below,** queue outside a polling station in Usumbura, in Ruanda-Urundi

ndependence and, **below,** dancers perform during the celebrations

M. Debré, the French Prime Minister, is entertained by Mohktar Ould Daddah, the Mauritanian Prime Minister

A group in a procession in Brazzaville during the second anniversary of former French Congo's independence

JOHN CONNELL

WHO PAYS FOR NATO—NUCLEAR OR NO?

The United States' balance of payments problem, though real enough and insistent enough in recent weeks, is only temporary. But anyone, in Europe at any rate, who tries to take advantage of the difficulties which it has caused ought to ponder very carefully the effects of such an action. I should be extremely uncomfortable, and unhappy, if I believed the British Government to be capable of the kind of behaviour indulged in —apparently without a flicker of embarrassment—by the West German Government towards the mission, led by Mr. Anderson, Secretary of the U.S. Treasury, and Mr. Dillon, Under-Secretary in the State Department, which visited Bonn (and subsequently London) towards the end of last month.

I believe that certain standards of morality should be preserved in relations between States, just as much as in relations between individuals; and I suspect that, for all its smooth excuses, the Bonn Government, deliberately and with calculated self-interest, ignored and betrayed those standards when it refused a direct American appeal for help. There are two reasons for my dislike of this action. First, it makes me very uneasy about the future: if the Federal Republic can get away once with a bland and insolent selfishness, it is very likely to try it again; and other governments may be encouraged to similar behaviour. Second, it is the most flagrant rejection of past facts and realities.

The plain truth is this: the whole of Western Europe, not excluding the United Kingdom, is alive, prosperous and free to-day because of American financial generosity spread not over a few weeks or months but over many years. There is not a family in rich, revived, bustling Western Europe, that does not owe a substantial proportion of its comfort, its high standard of living—its wages, its butter, cream, meat and motor-car—to previous heavy subvention by the United States, whether in the form of gifts or loans. Overseas aid by the United States Government, channelled through many agencies, has been a fundamental principle of policy since the far-off dangerous days of Marshall Aid. If Bonn does not realise that this is true, it must be singularly blind to the facts of its own history.

At the conference of Nato Parliamentarians in Paris General Norstad talks with the President, Hr. Langhelle, of Norway

West German spokesmen hotly deny that their Government has been selfish or unhelpful, or that relations with the United States are not just as friendly as they have always been. But their denials have, in my ears at any rate, a singularly hollow ring. A short-term difficulty, such as that which besets the United States now, calls for a short-term remedy; and this is what the Bonn Government refused to supply, though the refusal was wrapped up in a welter of long-term suggestions which may, or may not, be of ultimate value. An unfavourable balance of trade can, under contemporary world financial arrangements, blow up into a quick crisis—as the various British Prime Ministers and Chancellors, who since 1947 have hurried across the Atlantic shouting for help, have known well enough. There is, of course, considerable irony in the spectacle of an American delegation making the same kind of journey in the other direction; but it is an irony in which we (or any other European nation) would do ill to rejoice.

In the American view the present difficulties arise, in the main, from great and continuous overspending abroad. Military costs are very high, and there is little chance of reducing them without endangering the whole framework of western defence; foreign aid continues to run at a very high level; and in recent months there has been a drain on American capital, caused in the main by speculators.

When Mr. Anderson and Mr. Dillon arrived in Bonn on November 21, they had certain specific requests to make, the chief of which was for an outright, immediate contribution of 600,000,000 dollars towards America's overseas expenditure. This the West German Government, in accents of outraged virtue, flatly refused to make. It then invented a whole array of ingenious and complicated excuses for its action; but these did not suffice to disguise the real reason: to provide such a sum taxation would have to be increased, and with an election in the offing this is a risk which Dr. Adenauer and his Ministers will not take. It is possible to understand such reasoning; but I think it very wrong to condone it, or to slur it over with all its disagreeable implications.

After two days of fruitless negotiations the Americans left for London; agreement had been reached on no single concrete point—least of all the 600,000,000 dollars. The German officials who did the mopping up were markedly evasive on this major issue. Dr. von Scherpenberg, who is a State Secretary in the Bonn Foreign Ministry, achieved a minor masterpiece in diplomatic double-talk: the restoration of confidence in the dollar was, he said, essential for the existence of the western world, but "the problem is to transfer some of the high liquidity of West Germany's financial position to the United States. The proposals put forward by the American Government would have been of no real help in this direction, consisting of only temporary measures, which would not have resulted in any transfer of liquidity."

The simple answer is, of course, that the American delegation were not there to discuss the transfer of liquidity, but the transfer of 600,000,000 dollars. On long-term questions the Germans, who have (as *The Times* said) "a horror of putting a lump sum of money down for the account of one ally," made a series of elaborate proposals: they drew attention, a trifle smugly, to the amount they were already spending in aid to underdeveloped countries; they suggested that they might relax some of their trade restrictions against American imports; they hinted that, in concert with the U.S. Government, they might take steps to curb the flow of "hot" money from America to West Germany; and they offered an increased contribution towards what is tactfully, but not very adequately, described as "the Nato infrastructure," which I take to mean the day-to-day maintenance and running costs of Nato. The Americans at present pay 37 per cent. of the infrastructure costs, and would like to reduce their contribution to 25 per cent. The West Germans' share is 14 per cent.; they proposed that, if the American contribution were to go down to 25 per cent., they would be prepared to take over "an appropriate portion—a large portion" of the responsibility, but not the whole of it.

The mention of support costs admittedly stirs up deep, resentful emotions in the German breast, founded on recollections of the occupation and of the years of inferior status. Now, of course, they are equal, and the temptation is strong to show that they are much more equal than others. It is, however, singularly unfortunate that this much-publicised display of the Germans at their worst—being at one and the same time acutely sensitive and overwhelmingly selfish—coincided with the moment at which General Norstad put forward far-reaching proposals for the reconstruction and modernisation of Nato, infrastructure and all.

Gone are the days when everyone laid stress on the economic aspects of Nato: we are firmly back in the mood of regarding it solely as an instrument—the major instrument—of western defence. The theme of General Norstad's discourse to the Nato Parliamentarians in Paris on November 21 (the very day on which Mr. Anderson and Mr. Dillon were confronted with the West German Government at its most unco-operative) was that Nato itself should become a fourth nuclear Power. He called it, in his quiet, under-emphatic way, "an extremely interesting thought." *The Guardian*, whose views on strategy tend nowadays to be both well-informed and enlightened, was (in my opinion) right when it declared that the purposes underlying the proposals were political rather than military: they are to prevent individual nations from building up costly and dangerous independent nuclear armouries, to let members of Nato participate in the control of nuclear weapons, and to increase Nato's general authority and responsibility.

The objections to General Norstad's idea are obvious enough. Those who want the nuclear deterrent to be a really efficient deterrent may not be wrong in their belief that to put the decision to make use of it in the hands of a fifteen-nation committee would be to make quite sure that such a decision would be tardy and ineffective. But those who think that generals are more bellicose than politicians (a belief which I, for one, do not share) are almost certainly wrong in fearing that Nato's military commanders might risk using nuclear weapons without waiting for political approval.

What in my view is important is that, whether or not Nato itself has nuclear weapons, its so-called "conventional" forces must be so strong, so numerous and so well-armed that they act as a sufficient deterrent to aggression—sufficient, that is, to make the Soviet Union reluctant to take any action which could provoke nuclear retaliation. And in those "conventional" forces West Germany must take her proper part, and to their raising, training and upkeep she must make her fair and full contribution. It is on these grounds, surely, that her attitude to the U.S. request should be most firmly condemned.

On his triumphal return from the U.N. General Assembly in New York, President Kasavubu of the Congo is embraced by his wife at Leopoldville Airport. A crowd of 80,000 cheered the President whose delegation had been seated as the official Congolese representatives in the U.N. Despite this success, President Kasavubu faced a hazardous period in his attempt to win the game of power politics in the Congo. Mr. Lumumba, the deposed Prime Minister, escaped from his heavily-guarded home and disappeared, while Mr. Kasavubu was in the neighbouring Congo Republic (the former French colony) for its second anniversary celebrations. Also present in Brazzaville at the same time were Mr. Tshombe, President of the breakaway province of Katanga, and Mr. Kalonji, the leader of Southern Kasai.

WELCOMED BY HIS WIFE

b

Celebrating Sir Winston Churchill's eighty-sixth birthday—Mrs. Mary Soames (left), Sir Winston's daughter, holds his pet poodle up to the window of his home in Hyde Park Gate; Mr. Randolph Churchill brings fruit

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

A POLICEMAN'S LOT. Prevention is better than cure and cure is better than vindictive punishment. The trouble of late years has been to achieve prevention and to find the way to cure while still prevention fails. The "certainty of detection" impressed Mr. Butler's advisory committee as "the greatest deterrent to crime." This impressive idea is not entirely new. Whether the bringing-up to strength of the police forces by the offer of higher pay will be enough to produce the "certainty of detection" is nobody's guess, since nobody conceives it to be possible. But it may go some way to prevent crime and halt the appalling increase in undetected and lucrative raids. The number of workers to-day who regard £900 p.a. as a reasonable ultimate reward for their skilled services is counted in tens of thousands, and most of them enjoy much shorter hours than a constable under conditions less dangerous and a little more comfortable. For many years the policeman's lot has been a very unhappy one, as his occupational risks have grown, his emergency hours lengthened, his successes grown fewer and the respect and co-operation of the public diminished. He is entitled after many years of service and experience to regard £18 a week as a fair rate for his job—if he performs it well. That remains to be seen. He will be paid in advance of his services for many years to come. Proofs of the "impressive idea" must be slow to come in. We don't even know if higher pay as recommended will bring the necessary recruits (has it done so in the fighting services?); still less whether the bringing up of the force to present establishment will be enough to make the probability, let alone the certainty, of detection a deterrent to crime. It is a leap in the dark, a necessary leap which leaves all too many imponderables and problems in the air.

VICIOUS SPIRALS. The cost, which has not been even estimated as yet, will be heavy and will largely fall on the ratepayers whose burdens are already intolerable. It will quite certainly set the vicious spiral whirling again. From prison officers to agricultural workers, the plea of long hours and uncomfortable conditions, occupational risks and so on, is bound to be heard. In the force itself there may soon enough be the usual murmurs about the injustices of differentials. The labourers in the national vineyard will re-act their parable. The root of the matter probably lies deeper. Unless the general public, which must pay for its police, is prepared to co-operate with the police in upholding law and order —and at the moment a considerable section of the public falls far short of that ideal—recruitment to present establishment of the forces, itself uncertain, gives no certainty of the probability of detection. But there it is. There are not enough police and the fitness for the job of many of them falls short of their increasing responsibilities. Let us hope and pray that the remaining government optimists, who so short a time ago assured us of even greater prosperity just round the corner, are right in thinking our present trade recession only temporary. At the moment it looks as if we shall be called on to pay out more and more at a time when we are producing and earning less and less. More for central and local government services, more in unemployment and assistance reliefs, more for coal, fares, freights, and what-not. There are more than one form of vicious spiral buzzing about our heads.

YOUTH AT THE HELM. I have come to the conclusion that the word "youth" has become a five-letter word better expunged from civilised dictionaries. It is creating the idea that in every nation there are "two nations" —adults and juveniles, the first privileged, the second in constant need of long deferred concessions and attention and every sort of bribe to make them "good citizens." I have the greatest sympathy with "youth" and get on well with young people; and when it was decided that people over sixty or so were too much out-of-touch with the young to be fit to sit on juvenile panels, I strongly dissented. Grandfathers, to-day, in my opinion, are far more likely to be in sympathy with the problems of "youth" than are fathers. Besides, grandfathers can remember the last years when young and old were *one* nation and when, in intelligent homes, young and old freely discussed matters of worth as equal partners, and young and old alike benefited by the experience of age and the fresh ideas of the young. Quite true, before the wars, the bad lads of the village seemed at a loose end, as at church time on Sundays they gathered on the village bridge to spit in the stream, to guffaw and ogle the girls. But they weren't a majority and, if there were no facilities for Sunday sport, many of them had sensible interests and bicycles to serve them. Nor are the bad lads a majority to-day. There are many more nature lovers, push-bicyclists, bird watchers, amateur carpenters and engineers than there are fire-raisers, sign destroyers and amateur burglars. And so, when I read of million-

A PRACTICAL SUGGESTION FOR A CHRISTMAS PRESENT

The Christmas season is approaching. For those who are thinking of a gift which will have a lasting value—to relatives, friends or business associates at home and abroad—a subscription to "The Sphere" is recommended. The weekly comprehensive pictorial coverage of world news, with its special emphasis on the Commonwealth and Industry, and its informed articles by expert writers, will appeal to the busy man or woman of affairs in the professions or industry wherever they are.

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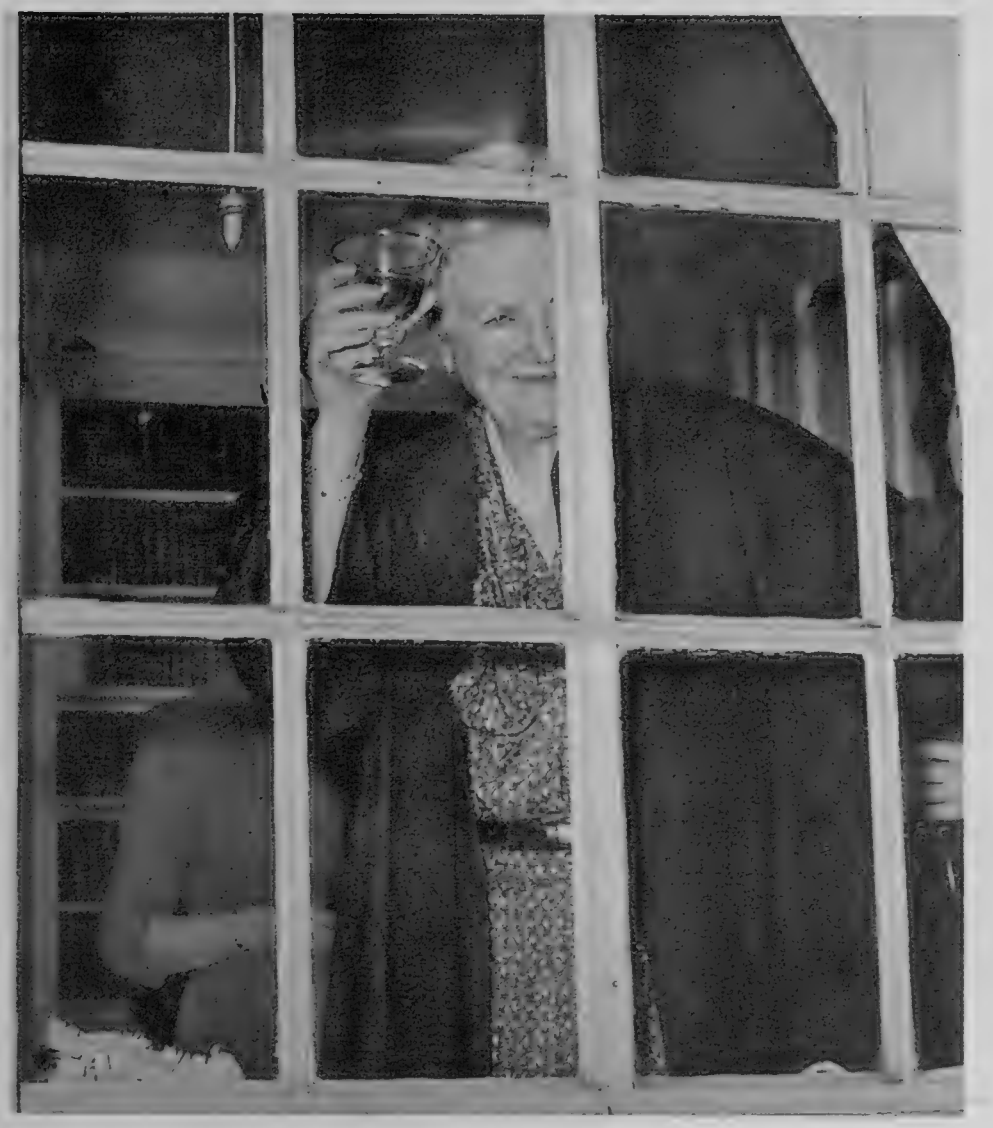
At Hyde Park Gate, Lady Churchill welcomes a number of children from a local riding school bringing posies



Right: Lady Churchill drinks a toast to her husband

pound projects for recreational centres for youth, hailed and lauded as a Magna Carta for the down-trodden second nation, a great egalitarian movement, I think it rather poppycock. It seems to me we are in one of those expansive, exuberant, periodic moods of all-out reformation whereby we load the so-called down-trodden with every benefit save the one thing needful, correction and discipline. The boy is father to the man and the best way he can acquire that truth is to learn from the experience of the man who is father to the boy. Bribing boys to be good citizens, smoothing away every obstacle along the narrow path of virtue, are not the surest way to ensure a new generation of model citizens—worship of the golden calf does not necessarily produce a prize bull—it is possible still, and best, to learn to walk straight along the hard way.

IT PAYS TO REMEMBER. Human memory is notoriously short. Statesmen and politicians are famous for their ability to forget what they said only the other day. Many of us forget because we must. Some memories are too painful to carry. And many a scandal is soon forgotten in our preoccupation with discovering or inventing new and topical ones. I suppose that, if the victorious Tories remembered all their past general election promises, it would deflate them a little and give them an undesirable deficiency complex which would interfere with their duty to keep us on our toes, hopeful and reaching for the stars. The files indicate that a year or so ago they assured us that we never had it so good and were going to have it better; that the " Summit " was in sight; that the cost of living was safely pegged; that unemployment was no longer a problem; that, subject to reasonable discipline, it was full steam ahead in exporting and home sales in the car industry and full steam ahead to an ever more carefree way of life on tick. I think it was only *a few weeks back* that we were shown a documentary of the £30-a-week average " way of life " in Coventry. The last documentaries are less encouraging. We are all in it in this ability to forget. But many of us are wondering whether it might not pay to remember. Retired statesmen, who feel the pinch as pensioners, are quite sure it does. They refresh their memories from diaries and state documents and publish the results profitably. The sad thing is that from the point of view of the public good, they remember too late. They remember when it is no longer in their power to benefit the public by the act of memory. They may benefit their bank accounts, and possibly their own reputations, of course, if they refresh their memories *selectively*.

DONALD THE ARCTIC. I remember reading and reviewing in 1957 the biography and hair-breadth adventures among the Eskimoes, of Archibald Lang Fleming, First Bishop of the Arctic. The book greatly impressed me. To-day his successor, Dr. Marsh, is returning to his vast see after a visit to England in search of missionaries, a search not very fruitful. His diocese extends from the North Pole to Northern Quebec and has at least thirty missionary stations, and about half of his sparse flock are Eskimo, 10,000 of them. A number of these missionary stations are to-day unstaffed and in the Bishop's opinion missionaries were never so necessary to help to adjust the Eskimo to a new way of life. Whether it was judicious to put a " new way of life " in their way, is not the Bishop's present point. The Eskimoes lived for centuries as hunters and trappers, without civic rights, healthy and tolerably contented with their lonely, icy lot. To-day they have full citizen rights. So far, that concession appears to confer on them doubtful advantages. They can buy alcohol, and already drunkenness is quite a serious problem. If the Bishop secures new missionary recruits, they at least will be free of the charge sometimes brought in the past, that bringing the " Word " to primitive peoples brings also disease and " Christian " vices. Those vices have already arrived. Recruits must be tough and full of initiative. They must learn to live in igloos, to be surgeons and dentists and midwives, to ski and fish, in the intervals between offering all the blessings of Christianity. " Donald the Arctic," the present Bishop, once sold flowers in Covent Garden Market and can turn his hand to most jobs. Any new recruits he may rope in must be like him. They must cope with the situation as they find it.

ST. DUNSTAN'S. I have sometimes heard the generalisation that the totally blind are " happier " than the totally deaf. It is not for any man who is not so totally afflicted in his eyes or ears to pontificate. The totally deaf is cut off from most of his intellectual intercourse with his fellow men, but his limited individual independence is little affected. With the totally blind, it is the other way about. Or was? I read lately Lord Fraser's foreword to St. Dunstan's report with special attention to the successes in industry of the war-blinded. It gave me a truer idea of what St. Dunstan's stands for, and is. Not a home for a colony of disabled men living on the premises, occupied with such crafts and recreational occupations as can fill in the long hours of darkness. It trains blind men, often living in their own homes all over the Commonwealth, to earn their living in scores of occupations once deemed available only to men with eyes to see. It is just a question to-day of fitting the job to the man, not the man to the job. The report shows blind men earning the rate for the job in engineering workshops and factories, assembling and testing, working at the switchboard; you see them as skilled gardeners, as carpenters, as organists, seeing with their hands. No longer can it be said that material independence is beyond the range of a blind person of courage and determination to benefit by St. Dunstan's methods of training. For them, the eyes of the blind *shall* be opened. There are many noble calls for our generosity at Christmas time. It is difficult to seed them; but the claims of St. Dunstan's (1, South Audley Street) for donations and bequests by will, must be very high on the list among people who have eyes to see and imagination to contemplate what the sudden extinction of that most vital sense must mean.

THE OLD STAGER

Sylvia, an American film star (Anita Ekberg), dances wildly by herself in a night-club

Sick people are brought together at the spot where two children claim to have seen a vision

Right: Fanny (Magali Nöel), a dancer in a night-club

ENTERTAINMENT

LA DOLCE VITA

At the Columbia from December 8 and the Curzon from December 9

This year has been an extraordinary one for the cinema in Italy: it has seen the resurgence of the realistic directors who did so much for the high reputation of Italian films after the war. Of the number of pictures seen this year, two stand out as landmarks—*Rocco and His Brothers*, by Visconti, and *La Dolce Vita*, by Fellini. In three months after its première at the beginning of this year, Fellini's film took more money at the box-office in Rome than even *Gone With the Wind*. Undoubtedly its success was partly due to the virulent controversy it stirred up; on the one hand it was called blasphemous, pornographic and bestial, and on the other hand hailed as a masterpiece. At the première in Milan, Signor Fellini was spat at during angry demonstrations.

La Dolce Vita (approximately translated as "The High Life") is an uncompromising view of a rich, decadent society in contemporary Rome, lost in a frenetic gaiety and the pursuit of success and publicity. The chief protagonist is a newspaper gossip-writer, Marcello, and the film follows his professional and amorous adventures in this cosmopolitan world. In a night-club he meets Maddalena (Anouk Aimée), the daughter of a rich businessman, and spends the night with her. When he returns to his home at dawn, he finds that his mistress, Emma (Yvonne Furneaux), has tried to commit suicide and takes her to hospital. Marcello then spends the day with an American film star, Sylvia (Anita Ekberg), and is beaten up by her boy friend, Robert (Lex Barker). The film also deals with a fake miracle in which two children claim to have seen a vision of the Madonna, and the hysteria of the crowds; a wild party in a castle; a suicide; and another party at a seaside villa. Running for nearly three hours, *La Dolce Vita* has a cast of eighty-six speaking parts. It is released in Britain and the Commonwealth by Columbia.

The guests explore the castle where a Roman Prince is giving a party—Jane (Audrey McDonald), the Prince (Prince Vadim Wolkonsky) and Nico (Nico Otzak)

Seated at the restaurant table are Sylvia (Anita Ekberg) and Robert (Lex Barker)

Right: Marcello (Marcello Mastroianni) with his mistress, Emma (Yvonne Furneaux)

THE VOICE OF THE COMMON

AUSTRALIA

Company announcements last month promise spectacular developments for the Australian steel industry and for the aluminium industry in both Australia and New Zealand. First came the news that the Broken Hill Proprietary Company, Australia's largest industrial enterprise, was planning to spend £A40,000,000 to set up a steel industry in Western Australia. Then the Consolidated Zinc Corporation and America's Kaiser Aluminium and Chemical Corporation announced a joint six-year, £A125,000,000 scheme to develop an aluminium industry in Australia and New Zealand. The B.H.P. project, which is to come before the Western Australian Parliament, is for an iron and steel plant at Kwinana, about 20 miles south of Perth. First stage is a blast-furnace with an annual capacity of 450,000 tons of basic iron. The blast-furnace is to be completed in eight years and the steel-making plant and rolling mill is to be in operation ten years after the completion of the furnace.

The project will depend on an agreement between the Federal Government and Western Australia for the extension of the standard-gauge railway from Kalgoorlie, the inland Western Australian gold mining centre, to Fremantle, on the coast near Kwinana. The 350 miles of railway would cost about £A35,000,000. (The Federal Government earlier this year guaranteed loan moneys up to £A20,000,000 for a £A30,000,000 development railway linking the giant Mt. Isa copper and lead-zinc-silver mining enterprise in north-west Queensland with the port of Townsville.) The B.H.P. group of companies, which controls the Australian iron and steel industry, has pushed Australia's steel-making capacity towards an annual mark of 4,000,000 tons. Most recent development was the commissioning of a new basic open-hearth furnace at Port Kembla, New South Wales, on November 24. The company, drawing on Australia's abundant supplies of iron ore and coal, and pursuing a policy of expansion and modernisation, has provided a firm base for manufacturing industry. Its annual production of ingot steel is expected to be between 6,000,000 and 7,000,000 tons in ten years time.

While Australia is almost self-sufficient in steel, it produces only about a third of its aluminium needs. At present Australia's only aluminium plant is at Bell Bay, in Tasmania, a State where the availability of cheap hydro-electric power has attracted a number of important electrolytic industries. The small but highly efficient Bell Bay plant was established by the Australian Aluminium Production Commission, a partnership between the Federal and Tasmanian Governments. It has operated on imported bauxite. The joint project announced by Consolidated Zinc and the Kaiser Aluminium and Chemical Corporation involves mining one of the world's richest deposits of bauxite, discovered five years ago at Weipa, on the north-west coast of Cape York Peninsula, Queensland. An alumina plant will be built at Weipa with an annual output of 360,000 tons and a new port and township will also be required. The Bell Bay plant will also come into the scheme. Its production will be pushed to at least 28,000 tons of ingot aluminium a year. The Federal Government is selling its interest in Bell Bay, but the Tasmanian Government will maintain an interest under the new management.

In New Zealand, the companies will establish a smelter with a capacity of 120,000 tons a year in the South Island centre of Invercargill. This plant will use power from a new hydro-electric station to be built next year at Lake Manapouri, 80 miles away. The joint undertaking should significantly influence both Australia's and New Zealand's export earnings.

Lieutenant-General Sir Edric Bastyan, seen here with his wife in their home at Woking, is to be Governor of South Australia in succession to Air Vice-Marshal Sir Robert George, whose term of office expires next March. Sir Edric, who is fifty-seven, served during the war in the Middle East and S.E. Asia. He retired from the Army earlier this year

NEW ZEALAND

Mr. K. J. Holyoake

The provisional results of the 1960 General Election in New Zealand gave forty-five seats to the National Party and thirty-five to Labour. Any changes when the final figures were announced were not expected to alter the reasonable working majority which the National Party could expect in New Zealand's one-chamber Parliament.

Labour, for the last three years, has held power in New Zealand with a majority of only two, from which, for voting purposes, Mr. Speaker was deducted, leaving a working majority of one. Pre-election feeling was that the 1960 result would again be close; most political prophets felt that the National Party might have a slight majority. The final result showed a greater swing away from Labour than was generally anticipated. With possibly some 100,000 postal, absentee and special votes still to be counted, the preliminary count saw votes recorded as follows, with the final figures for 1957 in parentheses: National, 505,278 (511,699); Labour 466,547 (559,096); Social Credit, 93,563 (83,498); Communist, 2,331 (706); Others, 1,852 (2,366); total, 1,069,571 (1,163,061).

Over the last quarter of a century New Zealand elections have become straight-out contests between National and Labour, with no other party being regarded as having a seat-winning chance. The 1960 elections were true to this pattern. There was, however, an upsurge in support for Social Credit, whose representatives have campaigned for three elections without gaining a Parliamentary seat, although commanding, on this occasion, at least one-twelfth of the overall vote. In at least two instances in 1960 their representatives will finish second, with candidates from Labour and National respectively in an unaccustomed third place. The rise in the Communist vote is caused by the party fielding a greatly increased number of candidates—nineteen compared with five in 1957. All Communist candidates lost their deposits.

New Zealand's native Maori race elect their own representatives, those of half Maori blood or more being divided among four constituencies. They have for many years voted solidly for Labour, and did so again on this occasion. Even though the pattern of reduced support for the party evident in the European electorates was repeated, Maori support for Labour was not seriously in question. In the small Southern Maori electorate Sir Eruera Tirikatene, Minister of Forests in the Labour Government, commanded 4,234 of the 5,605 votes cast.

A veteran Labour politician, Mr. H. G. Mason, Attorney-General and Minister of Health and Justice in the recent Government, was the only candidate to reach five figures in the poll, his majority for the Auckland suburban seat of Waitakere seems likely to be much the same as in 1957. Several of his Cabinet colleagues, including the Prime Minister, Mr. Nash, had their majorities reduced by as much as half, while one Minister, Mr. R. Boord (Customs), seems likely to be unseated.

The leader of the National Party, Mr. K. J. Holyoake, was previously Prime Minister for about three months before the 1957 election, when he was the youngest New Zealand Prime Minister for thirty years. He is now fifty-six. He is a farmer, once engaged in fruit, hop and tobacco growing, but now in sheep and cattle farming.

SOUTH AFRICA

During the past few weeks plans have been announced for considerably expanding two of the major State-sponsored industries in South Africa. The Iron and Steel Corporation (Iscor) will spend £270,000,000 in the next twelve years to raise production from 2·35 to 4·5 million ingot tons a year. At Sasolburg the oil-from-coal plant (Sasol) has announced a £30,000,000 scheme to double its output over the next seven years.

There are only a few State-sponsored enterprises in the Union. They have come about not as the result of nationalisation policies, but because private capital has not been prepared or able to bear the cost and initial risk of establishing certain essential basic industries. The success of such undertakings—managed on private business principles and without any special privileges or protection—has been proved by their constant expansion over the years.

Iscor has played a major part in South Africa's industrial growth. When work started at the first steelworks in Pretoria in 1930, it was planned to produce some 180,000 ingot tons a year. By 1939 production had reached 344,000 ingot tons and by the next year work started at Vanderbijlpark, where, by 1947, it was decided to build a second complete steelworks. The demand for iron and steel forced further expansion and, at present, £56,000,000 is being spent to raise production in Pretoria to 1,100,000 and at Vanderbijlpark to 1,250,000 tons by next year. The newly-announced development programme will start as soon as this target is reached.

WEALTH

Developments in Australian steel and aluminium production; New Zealand's change of government; industrial expansion in South Africa; Canadian aid to Malaya's health services

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

South Africa has 80 per cent. of the estimated coal reserves in the whole of Africa, but no oil deposit has yet been found. The extraction of oil from coal in the Union was pioneered by private enterprise, who decided not to go ahead with establishing a plant, but to cede the rights to certain chemical processes to the Government. Sasol was established in 1950 so that the country could produce at least a part of its requirements of such a vital commodity as petrol. The initial aim was to meet one-seventh of the Union's demand. The creation of the company and the largest plant of its kind in the world with a capital structure of about £48,000,000 has, however, also opened the way for a chemical industry by producing a wide range of basic chemical products available for further use. As Iscor contributed to the formation of scores of engineering, steel and metal industries; the erection of fertiliser factories, plastics plants and chemical engineering concerns are following as Sasol's production grows. By the middle of next year Sasol will be selling petrol and chemical products worth some £9,000,000 a year and the new expansion programme will add new chemical products and double the sales value by 1968.

MALAYA

Last month the Acting Canadian High Commissioner handed over a quantity of whole milk powder from the United Nations Children's Fund (UNICEF) to the Malayan Minister of Health and Social Welfare, the Honourable Dato Ong Yoke Lin, for distribution to the children of the Federation of Malaya. Thanking the Canadian Government for their generous contribution of whole milk powder, the Hon. Dato Ong Yoke Lin said:

"Through UNICEF we have had, over the past year, more than 350,000 lb. of skimmed milk powder which have been systematically distributed to children throughout the country. This scheme has proved an unqualified success, as encouraging results have been obtained resulting in an increased hæmoglobin level and improved lactation of pregnant and nursing mothers. We wish to continue this scheme especially in the rural areas, and we have requested UNICEF for an additional quantity of 600,000 lb. of skimmed or whole milk powder to continue this important project.

"With an increased establishment of Health Centres and Midwifery Clinics in 1961, it will further enhance the success of the Milk Feeding Scheme, as there will be more distribution points whereby greater numbers of pre-school age children and pregnant mothers will benefit from this scheme. In addition to these contributions, large quantities of skimmed milk, oatmeal, etc., have been donated by the U.S.A. direct to the Central Welfare Council which, in turn, distributed them to needy people, mainly in the rural areas through State and District Welfare Committees.

"Action is being taken by the Canadian Government to assist us under the Colombo Plan in providing doctors and specialists on a short-term basis to tide us over our present shortage. They have sent a high level representative who arrived in Kuala Lumpur a few days ago to make an on-the-spot survey and hold discussions with me and my officials so that this form of assistance could be arranged to the greatest advantage. He is Dr. J. D. Hermann, Professor of Clinical Surgery at the University of Ottawa, as well as Chief of Surgery at the Ottawa Civic Hospital. He is also a consultant on hospital construction and equipment and a consultant to the Royal Ottawa Sanatorium.

"It is expected that the first batch of five medical officers and specialists will be arriving in 1961 to be followed by additional teams. The Government of Canada has also generously offered scholarships to enable our doctors and nurses to undergo post-graduate training at Canadian universities and hospitals. We have, in fact, sent a hospital physicist for a two-year training course in radiation physics and we hope to send the first batch of post-graduate students in 1961. Of course, our Government has received very substantial and invaluable assistance in many other fields from the Canadian Government, for all of which we are very grateful.

"In conclusion, I wish once again to thank Your Excellency and the Canadian Government for this generous gift and Your Excellency may be assured that it will be used to the best advantage to supplement the feeding of children and nursing mothers especially in the rural areas."

Delegates to a convocation of the Mar Thoma Church at Maramon, in Kerala State, in the south of India, protect themselves with umbrellas from the heat of the sun. They are strolling in a bazaar area which had been established on a dried-up river-bed

Alhaji Sir Abubakar Balewa, the Prime Minister of Nigeria, arrives at Admiralty House, London, for luncheon and talks with Mr. Macmillan. He was paying a two-day visit to Britain for discussions with various British ministers. On his way to London from Lagos he stopped in Tunis to meet President Bourguiba

Old wooden houses are used for storing fishing equipment

St. Nicholas Church is on the Big Square in Helsinki. The statue in the square is of the Russian Tsar Alexander II

FINLAND IN FOCUS

The life and country of Russia's neighbour

Finland has many claims to distinction. In music it gave the world the greatest composer of the first half of the twentieth century, Sibelius. It has produced numerous famous athletes. No other country is so well-endowed with lakes, 60,000 in all. Not the least achievement of the Finns is that, living at Russia's front door, they have managed to retain their freedom under a non-Communist Government.

The measure of success of Finland's leaders can be judged from the way in which they keep in good relations with both the East and the West. Dr. Kekkonen, the Finnish President, visited Russia at the end of last month. He was offered in Moscow a lease on the Russian part of the Saima Canal and adjoining strips of territory (ceded by Finland in 1940). Before accepting, the Finns are prudently ascertaining whether the offer will be economically worth their while. Perhaps also, being well-educated people, they may be remembering the old tag about being beware of the Greeks when they come bearing gifts.

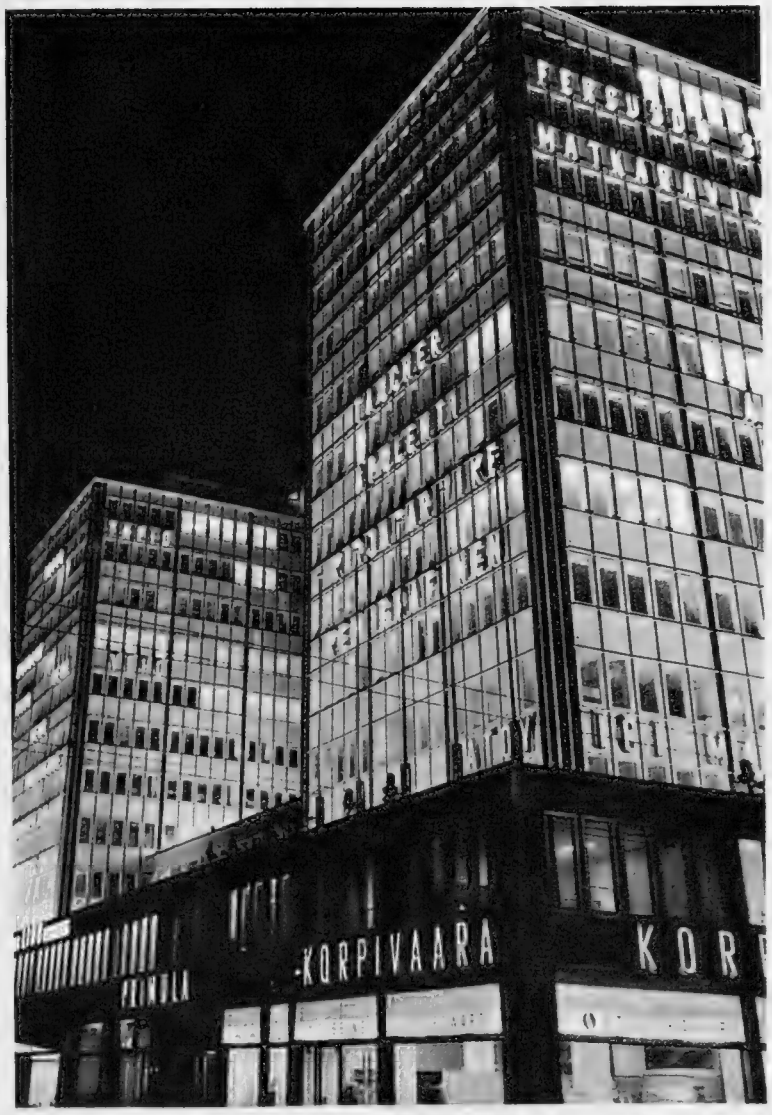
In Moscow, too, a Russo-Finnish agreement on trade preferences was signed, anticipating a "considerable" increase in mutual trade next year. Yet at the same time Russia has raised no objections to Finland looking to the West and proceeding with moves to join the European Free Trade Association, and thus add an eighth to the Seven (Britain, Norway, Denmark, Sweden, Switzerland, Austria and Portugal). Britain should give a special welcome to the new member, for the Patron Saint of Finland, Henrik the Martyr, first Bishop of Upsala, was an Englishman by birth.

Henrik was one of the early missionaries in the country. He entered from Sweden in the twelfth century. Gradually Swedish influence spread throughout the land until it was entirely dominant. Swedish suzerainty lasted until the later years of the eighteenth century, when it was challenged by Russia. Finland was united with the Romanov Empire in 1809. Under the Tsars there was a considerable measure of autonomy, but not enough for the Finnish nationalists. Full independence was achieved in 1917 at the time of the Bolshevist revolution. In the Second World War Finland fought Russia in 1940 in a gallant but hopeless campaign. In the following year the Finns joined the Germans in their attack on Russia. Peace returned, with the loss of some territory to Finland, in 1944.

(*Continued on page 448*)

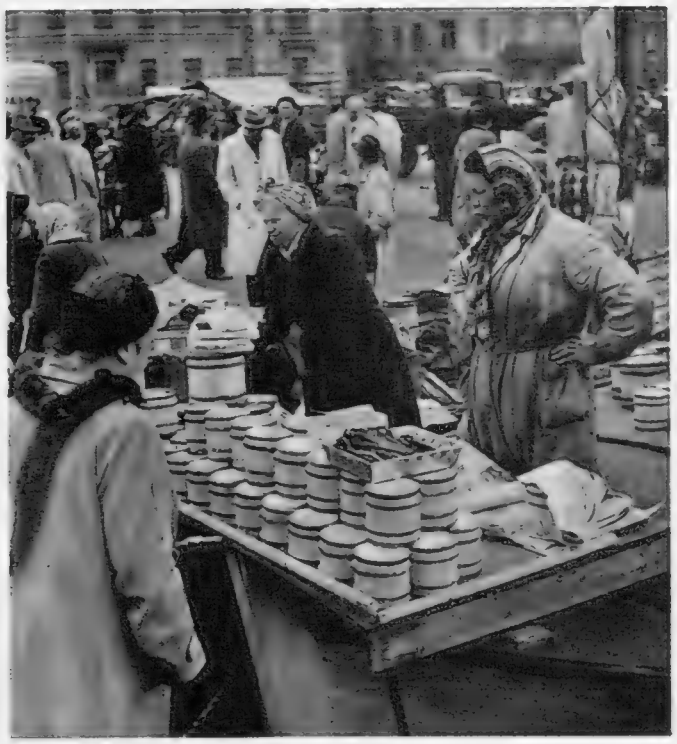
An ice-breaker clears a waterway frozen over in winter

One of the thousands of lake



A modern building in Helsinki, Finland's capital

The celebration of the Feast of St. Lucy (December 13)



Pots of herrings are displayed for sale in a market and, **below,** three generations of Lapps stand in the snow

rrounded by wooded countryside in Finland

FINLAND IN FOCUS

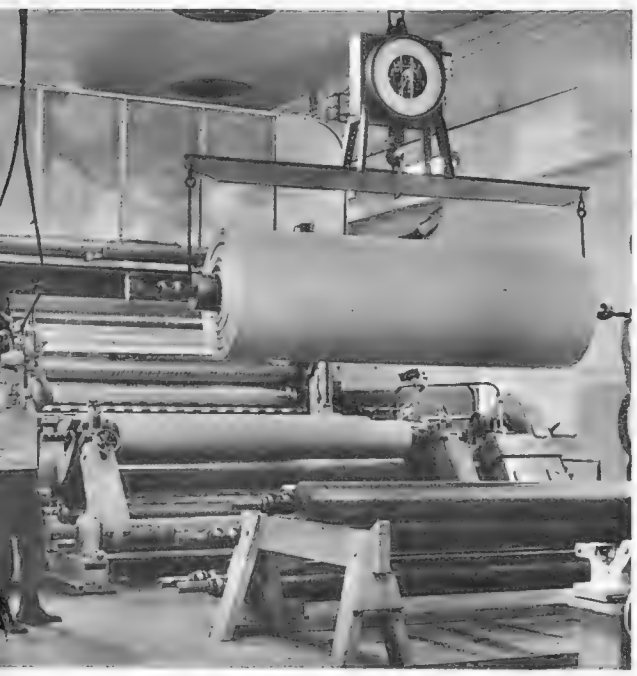
(*Continued from page 446*)

Ethnologically the Finns are a people apart in Europe. Their only European relations are the Hungarians. Both derive from Finno-Ugric stock. A part of the population is of Swedish descent and there are also groups of Lapps, most of whom lead nomadic lives. Foreigners looking at Finland think, correctly, in terms of a people who are generally healthy, industrious and energetic.

Evidence of this is found in the trade figures. In the latest available, for 1958, exports exceed imports. Among exports the chief are the products of timber—wood, paper, cardboard and wood pulp. The widespread waterways are of great assistance in the transport of timber to factories for processing. Log-rolling competitions add a sporting element to the industry.

Above all, however, one can probably best understand Finland through its greatest son. Sibelius' " Finlandia " is not the National Anthem. But more than any other medium it expresses the feelings of the Finns and explains why they will always be independent.

Doctors in traditional dress walk in procession to receive degrees at Helsinki University



Left: A roll is removed from a machine in a paper factory. Paper is a chief export

Right: A competitor in a log-floating competition. This is a popular form of sport on the rivers

Below: Naantali, a resort on the Baltic, attracts many visitors in summer

WIND AND BRASS

The organ is a simple instrument in principle, for it consists of a number of pipes, each of which produces only a single note. But in order to obtain the widest possible combination of tones, extremely complex mechanisms are required. Through the centuries there have been many innovations in the art of organ-building. An example of an up-to-date instrument will be heard in London from next February, when the new Hyde Park Chapel of the Mormons (the Church of Jesus Christ of Latter Day Saints) is dedicated in Kensington. The organ is being built in the works of Hill, Norman and Beard Limited at Hornsey. It has been designed especially to interest students and amateurs of music. It will have a modern sound and a contemporary look. When the instrument is erected in the Chapel the entire pipe work will be displayed in its ranks and lines. There will be no covering cases.

The organ is the largest of instruments. Other wind instruments of varying size and drums are produced at the so-called "Sonorous Works" of Boosey and Hawkes Limited, at Edgware, in Middlesex. Trumpets bugles, clarinets and a host of other types of brass are turned out in considerable numbers each week. Boosey and Hawkes have a big export trade, one of their best markets being in the United States of America.

Strips of metal are cut for the pipes of the organ for the new Mormon Church in London

A small brass bass is trimmed on a lathe and, *right*, a bugle is being bent in the "Sonorous Works"—the factory, at Edgware, in Middlesex, in which several hundred craftsmen make wind instruments of all shapes and sizes

BRIAN VESEY-FITZGERALD

SINGING IN THE RAIN

It was just another wet morning, wet and dark. I lay in bed listening to the drip-drip from the boughs outside my window and wondered what on earth I was going to do about the steadily increasing pile of sodden rubbish, which ought to have been burnt weeks and weeks ago. Then a starling began to sing. I knew that it was not going to be another wet day: that we should have some good bright periods, if not a wholly fine day.

I got out of bed to look at him. It was raining; not hard, but that soft pitiless downpour that mists distance, drenches everything, and promises to go on all day. The starling looked very wet and bedraggled and black, silhouetted against the pale grey light of early morning. Looking at him you could not but feel sorry for him; could not but feel that he had made a bad mistake and would be better back in his bed in the ivy of the old tree. But he had made no mistake. Within the hour it had stopped raining, soon there was a pale, cool sunshine, and it did not rain again until evening. I wonder how he knew? For know he did: I am sure of it. The starling will not sing on a really wet day.

Well, perhaps one ought not to make statements like that about starlings. (All the same I have scarcely heard one singing this autumn through.) They are the most individual of birds. Take song, for example. Many people, most people I think, do not regard the starling as a songster at all. They know the starling as the teddy-boy of the skies, whistling shrilly from the rooftops, a genuine wolf-whistle—such as would arouse envy in the breast of the most proficient G.I.—clucking rudely from the chimneypots, as you pass by or, in winter, sweeping with wild discordant cries across the countryside in huge, but well-disciplined, hordes. But there are starlings and starlings; and some of them are sweet singers indeed.

This starling of mine was in reminiscent mood, trying over notes remembered from the warm days of spring. Again and again he produced a deep tolling note, almost exactly that of the nightingale before it breaks into the sudden chiding part of its symphony. Then he tried a whistle or two, but they were reedy and he was not satisfied, and went back to the nightingale. Then, suddenly, there was the harsh crow of the cock pheasant. This evidently pleased him, for he put his head on one side as if listening to himself and saying "That was pretty good," and then repeated it four or five times in succession. This seemed to loosen him up and he began to sing, his throat swelling, his beak thrown heavenwards; and the rain still pouring down. It was not a song as a blackbird or a nightingale knows song: there was no shape, no discipline. This was just a jumble of tenor warblings, the notes picked at random up and down the scale, with, every now and again, a sparrow's chirrup or a long musical whistle or a creaky gurgle thrown in for good measure. It was a true song and a sweet one: the happy song of a happy bird who knew that the rain would shortly cease.

The incident has made a particular impression upon me because it is, I think, the first time I have ever heard a starling sing while it was actually raining in earnest. At least, I cannot recall another occasion. In this, in his dislike of singing in the rain, even his refusal to do so, the starling differs from our other winter songsters. We have not so many winter songsters. Only six—starling, robin, song thrush, hedge sparrow, wren and dipper—sing regularly in December. The blue tit, the coal tit, the great tit, the mistle thrush and the nuthatch join them in January. This is a generalisation: I have heard the blue tit, the great tit, and the mistle thrush in December, but not very often and then only towards the very end of the month.

The tits, the mistle thrush and the nuthatch seem to need longer light and cold weather to prompt them into song: not frost, since a hard frost will reduce all our winter songsters to silence, but a nip in the air, even a cold wind. Of the rest, only the robin seems to share something of the starling's dislike for singing in the rain, but he does not carry it to anything like such lengths. I cannot speak of the dipper, because I am not sufficiently familiar with his habits during the winter: but he is a bird with a strong liking for water, so I do not suppose that he has any great objection to rain. The others I have mentioned seem positively to delight in wet weather.

Give him a dark, drenching day and the song thrush will pour his heart out. He sounds merry, as though it were spring and he had a wife and a nest full of eggs. There may not be the purity of note that is so marked a feature of his spring song, but there is a gay happiness, a cheerful challenging quality about it which, it seems to me, is absent from the spring song. It is absent, too, during those warm bright interludes between the rains which are so often a feature of an English December. The song thrush sings through these as well, though I often wonder how he manages to have any voice left and it is, undoubtedly, a better song; the notes purer, crystal clear. But the bird does not seem to be quite as happy, as carefree. He is more leisurely, trying it over, perfecting it for his wife to be. Only when it is raining does he sing to please himself with never a thought for the future. He challenges the elements to do their worst: proves himself their master.

There is the same defiant, challenging quality about the winter song of the mistle thrush. He is aptly named the "stormcock" by country folk. On a day of raging gale the mistle thrush will seek the highest branch and there, tossed to and fro so that you marvel that he maintains contact with the tree at all, shouts defiance at the wind. But my favourite winter song is that of the little wren. There is no challenging quality about this, no ring of defiance: and equally no hint of melancholy as there is in the song of the robin. I suppose that there is in it very little that can truly be called music; no clear mellow notes struck with absolute mastery, such as you find in the song of the blackbird or the nightingale or the song thrush. It is simply a little whispered babble, an endless succession of tiny silver notes, the one following the other ceaselessly; an unassuming little song as befits an unassuming little bird. It is always the same, rain or shine: serene and content.

Gumbooted, mackintoshed and depressed I walk round my sodden garden. Then, in the rain, I hear the wren from an apple tree. Cold and wet, shelterless and probably hungry, he is happily making the best of things. I find him wonderfully encouraging.

A Mill Hill forward leaps to catch the ball in a line-out during the match against Merchant Taylors' School at Sandy Lodge, Middlesex

The Merchant Taylors' scrum-half, J. F. Crozier, passes out from a scrum as his blind-side wing-forward, A. D. Weir, breaks from the pack

J. W. Birch, Merchant Taylors' wing three-quarter, gathers a loose ball

PUBLIC SCHOOLS FOOTBALL

MERCHANT TAYLORS' v MILL HILL

The match was played at Sandy Lodge last month on a dry ground, and some fast, spirited football was seen. After about ten minutes a mistake in the Mill Hill centre gave P. A. Kitchin the chance to dribble through for a try. Soon after the left wing, J. W. Birch, scored from a break on the blind side. Neither try was converted. Mill Hill were unlucky not to score from two long and penetrating runs, but the home team's forwards dominated the scrum so that the ball rarely reached the Mill Hill outsides. The most polished move of the match came shortly before half time, when T. D. Lynch, Taylors' right wing, and Kitchin, in the centre, executed a fast "scissors." The ball returned to Kitchin, who lobbed over G. J. Westoby's head to score. It was the only time the Mill Hill fullback looked ruffled. W. F. Urmson converted. The second half saw a more even game, with Mill Hill, led by N. Burggy, winning a large share of the play. Taylors' scored again towards the end. After beating his man, Kitchin finished with a kick for fly-half D. H. Cameron to touch down. Urmson converted to give Taylors' a 16 points to nil win.

Next week, in this series, will be Repton v. Malvern

A study in concentration: W. F. Urmson, fullback, converts

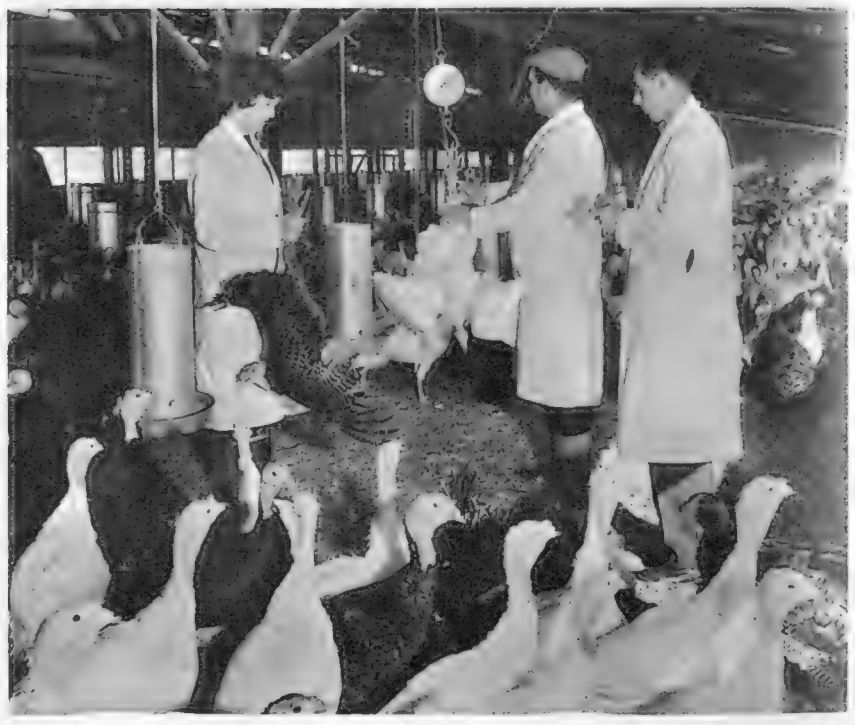
Right: A Mill Hill player is brought down by J. W. Birch

In the beginning—hatching turkeys by the thousand in incubators at Great Witchingham Hall, Norfolk, and *right*, young pedigree chicks are branded and recorded

TURKEY EVERY WEEK?

Some of the thousands of twelve-we

A member of the staff checks and marks eggs in the battery-house



A bird is weighed. Sample turkeys are taken for weighing each week

The fifteenth National Poultry Show at Olympia finished on Friday (December 9) and, with Christmas in the offing, turkeys are topical. Traditionally, at Christmas, turkeys come into their own—although they would perhaps prefer to be left on their own. But Mr. Bernard Matthews, of Great Witchingham Hall, near Norwich, in Norfolk, has plans to market turkeys on a large scale all the year round. He and his wife operate a turkey farm and processing plant at their home and on an ex-R.A.F. airfield nearby at Weston Longville. It has grown into one of the largest of its kind in Europe.

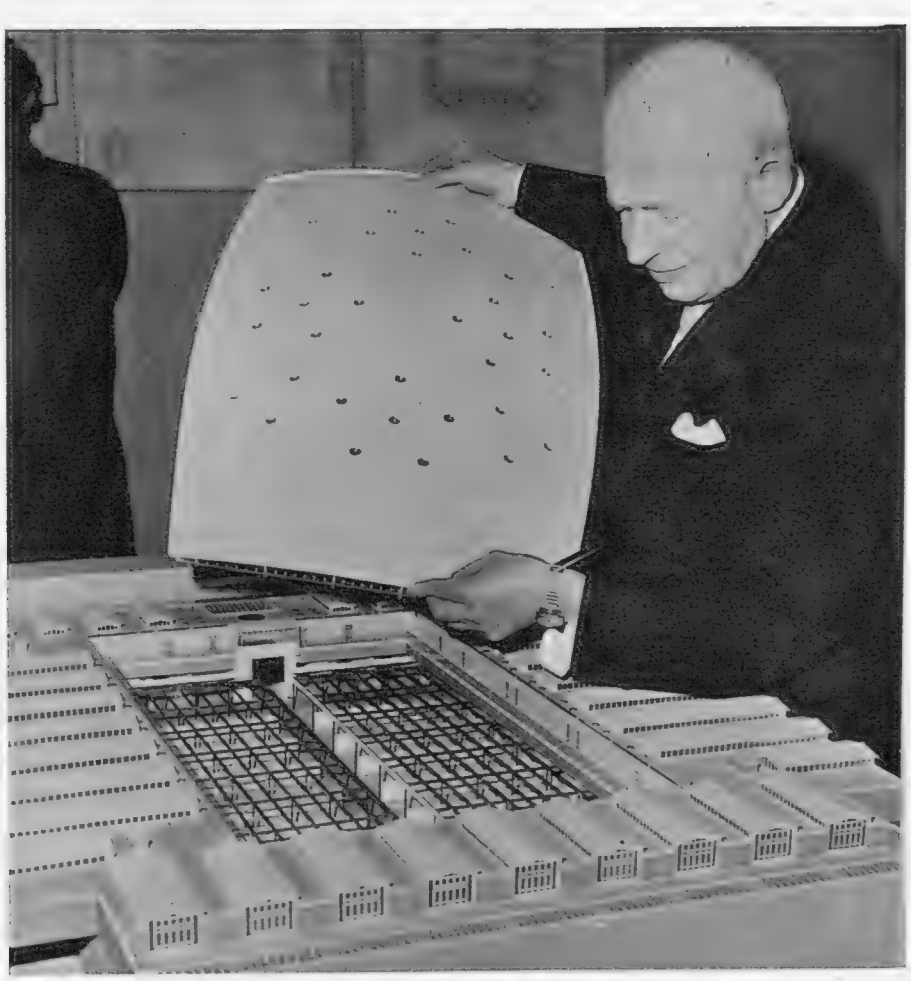
Ten years ago Mr. Matthews started his project with twenty eggs, each costing one shilling. To-day the mechanical processing plant turns out 500 turkeys an hour. This production rate is geared to a special machine which plucks the birds. The output of the farm this year—produced evenly all the year round—is about 160,000. By the end of next year Mr. Matthews plans to have stepped up this figure to 500,000; and the farm has a potential of 1,000,000 birds a year. They leave the plant frozen and ready for the oven. Turkeys are an extremely difficult species to breed. One problem is that the best type of bird has low fertility, and for this reason artificial insemination is widely used. A large number of the turkeys on Mr. Matthews's farm are produced by this form of breeding. The birds are marketed when they are sixteen weeks old. They then weigh about 9 lb., which is reduced to 6 lb. or 7 lb. after evisceration. These are the turkeys which may become part of the weekly fare of people all over the country, if Mr. Matthews's plan succeeds.

Mr. Matthews was due to exhibit some of his turkeys in six classes at the National Poultry Show. With a larger allocation of space to trade stands, providing for more than 2,600 livestock and a huge display of table poultry, this year's show was the largest ever staged in Britain. The table poultry section included, for the first time, classes for broilers, new small turkeys and half-turkey packs. Last year fowl pest prevented the livestock classes from being complete, but this year a full number of exhibits was expected, despite a slight pest " scare " last week. One of the most popular features of the show is the Heaviest Turkey Contest, sponsored by the British Turkey Federation. The highest weight recorded before this show was in 1958, when a Broad-Breasted Bronze scaled 46 lb. 7 ozs. Among the many exhibits was a " walk-in " incubator and hatcher with capacities for up to 72,000 eggs. Believed to be the largest in Europe, it was on show for the first time in Britain.

ll round in a "growing unit"

The turkeys are washed down after being plucked, and (*below*) they are packed "ready for the oven"

A special breed of turkeys, kept apart from the others in pens on the Hall's lawns



Taking the lid off Smithfield is Mr. W. Basil Holden, Chairman of the Central Markets Committee. He explained details of a model of the proposed £1,800,000 poultry market for Smithfield at a Press conference in Guildhall last week. The market is to have a curved, copper-covered roof of shell concrete. Before the final details are settled, it will be tested in model form. It is to be erected on the same site in West Smithfield as the building which was destroyed by fire in 1958. The new building was designed by Sir Thomas Bennett

TRAVEL

THE GLORIES OF GREECE

By **GORDON COOPER**

Looking across from the Hill of Philopappos to the Acropolis—the "crowning monument" of Athens

What is it that draws civilised persons from all over the world to Greece? There are various answers to this question, although a primary one is linked with its two great traditions, the classic and the Byzantine, which offer a traveller a lifetime of interest. In this article I propose to make brief mention of the outstanding classical sites in Greece.

Athens, the birthplace of the Western world, stands pre-eminent among the mighty cities of Europe, not for its size or situation, but rather for its ancient glory. Each time that I approach the Greek capital my eye instinctively seeks out her crowning monument, the Acropolis. Standing on its splendid escarpment of blue-grey limestone rising precipitously over 200 ft. above the Attic plain, it is a landmark that cannot be overlooked. To it I instinctively make my way, in order to enjoy the most perfect achievement of man in architecture, the Parthenon. Bathed in that exquisite and limpid atmosphere, it seems to give light to the sky rather than to receive light from it. In brief, it is perfect in the real meaning of the word.

For the rest of Athens' sights, I 'll name eight things *not* to miss: (1) the Areopagus, a little hill close to the entrance to the Acropolis; (2) the Theatre of Dionysus and, near it, the Odeon of Herodes Atticus at the base of the Acropolis; (3) the Choragic Monument of Lysicrates; (4) the ruined Temple of Zeus; (5) the modern Olympic Stadium; (6) the Theseum, the best-preserved Greek temple in the world; (7) the tiny Chapel of Panaghia Gorgo-epiköos, adjacent to the Metropolitan Cathedral; (8) the National Archæological Museum, with its priceless treasures.

Within easy reach of Athens are Marathon, Sounion, Daphni, Eleusis and Salamis. For sheer beauty, there is nothing in the world to excel the white temple of Poseidon at Cape Sounion. It should not be missed, for this ruined building, with its snowy-white Doric columns, shines against the blue sky over the blue sea. It is a picture full of colour, a vision from the early world. This is how I always imagined Greece to be.

From Athens, you have the choice of two tours to more distant classical sites: the Five-Day Archæological Tour takes you to Daphni (Byzantine church), Eleusis, Corinth, Mycenæ, Epidaurus, Sparta, Mystra, Tripolis, Olympia, Patras, Rion, Antirion, Delphi and Ossios Loucas; the Four-Day Classical Tour visits the same places, but omits Sparta and Mystra. I can recommend this method of visiting the sites, for all hotel and meal arrangements are included in the cost of the ticket. Should time be short, however, then I suggest a two-day tour either to Delphi (my first choice) or to Argolis, which includes Megara, Corinth, Argos, Tiryns, Mycenæ, Epidaurus and Nauplia. The Greek National Tourist Organisation (34, Hyde Park Square, W.2) can supply further information about these tours.

Delphi is strikingly situated, clinging to a slope beneath Mount Parnassus. Here are temples within the Sacred Precincts, notably the Temple of Apollo, where the Oracle, a prophetic virgin called Pythia, sat on her golden tripod chewing laurel leaves, then fell into a sort of delirium and uttered the garbled noises that priests interpreted as "answers" to eager suppliants. The Oracle's power, exercised for centuries, was one of the strangest phenomena of all time. But the whole of this outstanding classical site moves the imagination with its special appeal.

After making one or other of these tours it is pleasant and relaxing to go for a five-day cruise of the Ægean, with calls at Crete, Rhodes, Cos, Patmos, Delos and Mykonos; and, if you like, you can extend this tour by a further week-end cruise either to (*a*) Tinos, Mykonos, Paros and Santorin, or (*b*) to Mount Athos. (Women, by the way, are not allowed to land at Mount Athos.)

A visit to a Greek island will reveal an aspect of Greek life which is not apparent to the mainland visitors, and yet this seafaring side of Greece is, in a way, the backbone of its culture. For the early Greeks had to look to the sea for their livelihood—fishing, trading, colonising, conquests, empire—and created a nation as much at home on sea as on land.

Rhodes, perhaps, is the most attractive of the Greek islands, and although it is a little too extraordinary to be entirely typical, yet it has so much to offer in the way of scenery, varieties of living, and ancient towns that the visitor will be enchanted. Crete is also fascinating, with its excavations at Knossos and Phæstos, while the museum in Heraklion is most interesting. I would willingly spend a week or longer on this island, for a hurried cruise visit can only offer an appetiser to a menu of the wonderful sights which are to be found and enjoyed there.

Mykonos is considered to be the jewel of the Cyclades, and can be recommended for a holiday. There are pleasant hotels there. It is within easy boat reach of Delos, which is second only to Delphi in its classical appeal. Considerable excavations have brought to light a new Pompeii, which has temples and theatres, statues and villas with wall paintings and mosaics in a wonderful state of preservation. Especially notable are the marble lions, and there is an interesting museum.

The visitor to Greece will find that many improvements in the way of tourist hotels and good roads have been made by the Government. At some of the main archæological sites there are Tourist Pavilions, and almost everywhere there are special Tourist Police whose job is to help travellers. A recommended specialist travel agent for Greece is Oceanways Ltd. (23, Haymarket, London, S.W.1).

A COUPLE OF HOURS IN AMSTERDAM

Most passengers who use KLM services from the United Kingdom to fly to countries other than Holland only transit through Schiphol airport, spending little more than half an hour there. If, however, passengers wish to catch a later plane and make a quick tour of Amsterdam, the local Tourist Office has introduced a "Holland Mini-tour" attraction. This tour consists of sightseeing (accompanied by a multi-lingual hostess) by car lasting two to three hours, starting from the airport. Places visited include the famous canals, a diamond-cutting firm and also the colourful Aalsmeer flower auction market—all for 17s. 6d.

At Methley, near Leeds, in Yorkshire, floods have almost submerged a bus stop sign below a lamp-post and (right) a man is rescued from an upper window of an inundated house

FORCES OF NATURE

Inundation and landslip affected different parts of Britain last week. In the areas of Yorkshire which suffered severe floods, the worst-hit place was probably Methley, a mining village eight miles from Leeds. The upper storeys of houses were threatened and in one part of Methley a policeman was stated to have estimated the depth of the water overflowing from the River Calder at 13 ft. According to some reports, the collapse of a road bridge over the railway at Brockley, in south-east London, may have been also due to the weather. A local inhabitant noticed cracks in the brickwork and informed the police who ordered the bridge to be closed. Engineers were sent to the spot, but a few hours later a landslip from one bank caused the bridge to fall in. Tons of masonry crashed onto the railway but no one was injured. Many train services from the Kent and districts of outer London were delayed on the following days. The seventy-year-old bridge was more than 150 ft. long and supported by five arches.

The collapse of a road bridge over a railway in south-east London. Workers clear rubble from the line at Brockley and the damage on the upper part of the bridge is examined

BOOKS

LORE OF POACHING

Nineteenth-century "mariages de convenance"; June's autobiography; W. Macqueen-Pope's last book and this week's novels and thrillers

One of the great advantages which poachers have over more orthodox sportsmen is that they observe no close season. THE NEW POACHER'S HANDBOOK (Heinemann. 16s.), that invaluable volume, has just been refurbished and republished in good time for the season when it will do the most good, and Mr. Ian Niall's lore, advice and spirited accounts of past deeds and misdeeds make delightful reading. The drawings by Mr. Silvanus Marston of salmon and partridges, pheasants and ferrets, are a joy in themselves. A POACHER'S TALE (Bell. 18s.) makes a good pendant to the first book. It is the story of Mr. Fred J. Speakman, as told to Mr. Alfred T. Curtis, and, since Mr. Speakman has been a poacher and much besides, it is another treasury of specialised information, of highly personal experience and of country ways.

The theme of Miss Elizabeth Eliot's book is the extraordinary spate of *mariages de convenance* which could be observed from, roughly, the 1870's to the 1900's. THEY ALL MARRIED WELL (Cassell. 25s.) is, however, a title with an ironic secondary meaning, for several of these marriages between American fortunes and English nobility ended in disillusion and divorce. Consuelo Vanderbilt and the then Duke of Marlborough are classic examples of this kind of failure, while the story of Anna Gould and Count Boni de Castellane shows a disastrous marriage in which the husband tore through the wife's fortune with a cynical disregard for her interests or her feelings, with the result that, after the inevitable divorce, she married his worst enemy in order to revenge herself. Miss Eliot writes with verve, sympathy and humour and has a very cautionary tale to tell.

That enchanting English actress, June, whose dancing, slightly uncertain voice and very graceful presence were the joy of London theatregoers in the '20's and '30's, has written her autobiography and considered her sparkling career from the vantage point of a secure and contented Californian marriage and home. THE GLASS LADDER (Heinemann. 25s.) is the story of a girl who achieved a theatrical career and eventually star status the hard way, through constant hard work. June writes candidly about her beginnings, her first and unsuccessful marriage to Lord Inverclyde (the peril there seems to have been boredom), her really immense success, her friendships and her failures. The result is a word-picture, as thickly populated as Frith's *Derby Day* and as truly evocative of a period: a considerable *tour de force* if one considers that June was brought up to the stage and to the colourful life of the London whirl but not especially to the exercise of a writing talent. She has it, though, undeniably.

GOODBYE PICCADILLY (Michael Joseph. 25s.) is a nostalgic volume in more than one sense for not only is it a brilliant account of the heart of London as it was in the past but the work of that beloved historian of the theatre, W. Macqueen-Pope, who died earlier this year. But if it is his last book it is also one of his very best, and I cannot recommend it to you too earnestly as a record of the past and an entertainment for the present.

TUDOR SHOES, which have been dug up from below Finsbury Square, London. It is hoped that they will be on show at the London Museum later this month after they have been treated. Those in the photograph represent several types of shoe fashionable in the Tudor period, including the wide square-fronted shoe which came in during Henry VIII's reign. There are also two wooden combs of a standard, double-sided type

Mrs. Dorothy Parker, whom God preserve, once wrote a poem or two under the title of *Death and Taxes*, since when I have never had quite the same approach to the second of these two dooms. Now Mr. James Coffield has produced THE TAX GATHERERS (Hutchinson. 15s.), which is like a splendid, sane and inspiriting wind blowing through the grim premises of those Inland Revenue characters. Recommended, which is more than one can say about Income Tax demands.

The novel of the week, beyond any doubt, is Mr. Peter Forster's SELF MADE MAN (Hutchinson. 18s.). This is a study, almost too convincing, of a young man in industry, making a success of his business of television hire but beset by the contemporary chorus of demons: tax adjustment, expense account and competitively expensive living. Mr. Forster's particular talent lies in making the man's actions not only understandable but sympathetic even at their most devious; in creating a vulnerable, intelligent and essentially bewildered creature who doesn't quite see where it all went wrong. As a sign of the times this is good: as a work of fiction it has real validity.

SET ON EDGE (Eyre and Spottiswoode. 16s.), by Miss Bernice Rubens, is a Jewish novel in the best sense of the term, for it is highly sensitive, comic, brash, and revealing of a kind of hieratical life which is too often portrayed in terms of farce. THE COLOUR OF THE EVENING (W. H. Allen. 12s. 6d.), on the

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AFRICAN ADVENTURERS

Discovery of the Nile source and its aftermath

The exploration of the Nile from 1856, when Burton and Speke struck westward from Zanzibar to make their astonishing journeys to the great lakes of Victoria and Tanganyika to the end of Stanley's voyage down the Congo in 1876, provide a remarkable story of blind courage and the culmination of 2,000 years of speculation as to the sources of the Nile. These men discovered a new El Dorado when it fell into their hands after years of tramping through swamp and jungle, racked by tropical diseases, assailed by savages, and beset, as they were, by their own abysmal ignorance. Their scientific knowledge as they made their way through darkest Africa was very little in advance of that of Ptolemy and Herodotus. Alan Moorehead has taken this dramatic period in African history, and welded it into a brilliant narrative.

THE WHITE NILE (Hamish Hamilton. 25s.) brings to light the singular feats of courage and endurance performed by our Victorian forebears, who dyed the desert sands with so much blood, who seemed so greatly at a loss to cope with the new El Dorado they had won, and whose only common interest was a hunger for adventure which bound them to Africa. The author is no imperialist; he has a deep sense of history, and he is fascinated by the timeless qualities of the great river. So vivid is his presentation that it is almost with surprise that we read at the end that Mr. Moorehead would like to have met all these people, the Mahdi, Gordon, Speke, Stanley, Livingstone, and King Mutesa.

Alexander Blok, who was born in 1880 and died in 1921, whose adult life spanned the hectic years of the Russian Revolution, was the heir to Russia's mystic and romantic tradition. What he did with the legacy is quite another matter; for later, influenced by the surging events around him, his romantic style was changed to one of bitter irony. To understand this man across the barrier of language is an impossible task, and we can be grateful to Sir Cecil Kisch for his magnificent study ALEXANDER BLOK, PROPHET OF REVOLUTION (Weidenfeld and Nicolson. 21s.). Sir Cecil makes plain that here was one of the finest poets of modern Russia.

For sheer nostalgic charm, the simple recreation of sights and scenes of youth and middle-age, Isabel Hutton's MEMORIES OF A DOCTOR IN WAR AND PEACE (Heinemann. 25s.) deserves special commendation. Lady Hutton, who died in January 1960, had a long and varied life, including military service in France, Salonika, and with the White Army in the Crimea. Her description of a visit to the Livadia Palace not long after the assassination of the last Tsar and his family is a memorable piece of writing, as also are her reminiscences of student days at Edinburgh University, when everyone had to fend for themselves, especially the womenfolk.

Gordon and Elspeth Winter, who have spent several years in Canada while Mr. Winter was working as B.B.C. representative, have combined to present a picture of everyday life in the Dominion. OURSELVES IN CANADA (Seeley Service. 18s.) is no story of the wide open spaces, but an intimate picture of home life, house, garden, and kitchen, week-ending, motoring and its difficulties in severe weather, and much else besides—even some Canadian recipes. The Winters clearly enjoyed Canada and its way of life immensely.

The latest additions to the Shell Guide series are SUFFOLK, by Norman Scarfe, and MID WALES, by David Verey. They are published by Faber and Faber at 12s. 6d. Both areas have a remoteness and charm of special appeal to the lover of the countryside, but little or nothing to offer the Motorway-type motorist. The standard of photography in both volumes is notably high.

THE NEW SKIER (Arthur Barker. 30s.) is the work of Francesco Freund and Fulvio Campiotti, who introduce the ski-ing technique called the "New Method." Instruction is given through the aid of photographs and lucid explanatory captions.

R. C. E.

other hand, reveals nothing but that its American author, Mr. Robert Nathan, is a master of sentiment and that his new novel will undoubtedly have a big, warm-hearted public.

Mr. John Wain's book of short stories, NUNCLE (Macmillan. 16s.), demonstrates that he is more at ease with a larger scope but that he can accommodate himself very deftly to a different and perhaps more stringent technique. The title story is powerful and near-tragic, two of the others deal with hallucination and terror and the whole effect is more sombre, in spite of flashes of comedy, than one would have expected.

The three thrillers of the week I have arranged in strict order of merit as I see it, though readers will naturally re-class them. ASSAULT ON A QUEEN (Eyre and Spottiswoode. 15s.), by Mr. Jack Finney, and nothing to do with royalty, has an almost intolerable degree of suspense. SO DIES THE DREAMER (Eyre and Spottiswoode. 12s. 6d.) is by Ursula Curtiss and therefore marvellously mysterious and a touch macabre, while READY REVENGE (Crime Club. 12s. 6d.), by the French writer Catherine Arley, translated here by Virginia Graham, is logical, horrifying and very well done.

And talking of the macabre, there is a collection of Mr. Charles Addams' drawings, BLACK MARIA (Hamish Hamilton. 21s.), which would be suitable as a present for all the ghouls and boys of your acquaintance.

Vernon Fane

THE REAL BACON?

Centenaries are regarded as a time for reassessment of the qualities of famous men, and the 400th anniversary of the birth of Francis Bacon has again inspired an attempt to solve the enigma of the man whose qualities of mind are accepted as pre-eminent, by some as so pre-eminent that only he was capable of supreme genius in his day. His character as a man is another matter. There is no hope of reaching a definitive verdict on that except before the background of his times and by a close understanding of the manner of thought, the fashions and customs and practices of his contemporaries.

Recently we read Mr. Crowther's *Francis Bacon*. The general impression it gave, while accepting the splendours of his intellect, left his character on a note of interrogation: "A queer fish, ready to grovel for office, to whine like a beggar, a self-confessed acceptor of bribes even in judicial office, a treacherous friend and suspected by his mother of homosexual practices." Not a pretty picture; but some of his weaknesses were not anathema to the Queen or to the Cecils.

Mr. Bryan Bevan, in his THE REAL FRANCIS BACON (Centaur Press. 25s.), offers a prettier portrait and whitewashes the monument. Some of his faults are claimed as non-proven, some excused by the customs of his day. In his own day he was loved as a genial companion by contemporary worthies. The Victorians and Edwardians saw him as an adder (and calculator). To-day, when strict analysis of evidence takes pride of place over prejudice and legend in biography, we still examine contrary pictures, one with warts and one without. In both, the background is the same. The customs and manner of thought of his day are pled in defence and his case is fairly argued by trained counsel. Notably, his reluctance to play his minor part in Essex's trial is brought out, as is the bitter jealousy he always evoked from leading statesmen and lawyers. But still the man in the dock remains an enigma and perhaps, after 400 years, non-proven is the only verdict possible on the charges made against him. Mr. Bevan, for the defence, has given us a well-reasoned, well-documented and generous argument, well worth reading. But the real Bacon may never now be completely established.

John Gore

Taking part in Rossini's *Barber of Seville* are, from left, Stanley Clark (Basilio); Alfred Oldridge (An Officer); Eric Shilling (Dr. Bartolo); Kevin Miller (Count Almaviva); Patricia Kern (Rosina); John Heddle Nash (Figaro); and Sheila Rex (Marcellina)

The music lesson—Rosina and Count Almaviva

THE BARBER OF SEVILLE

at Sadler's Wells

One of the most popular of all operas, *The Barber of Seville*, went into the repertory of Sadler's Wells in a new production this week. It is being given at intervals throughout December and January. When it was first performed in Rome on February 20, 1816, it was greeted with catcalls and was a failure, but since then the opera has been performed all over the world. The libretto by Cesare Sterbini was based on the comedy of the same name by Beaumarchais (Mozart's *The Marriage of Figaro* was based on Beaumarchais' sequel to the comedy). Rossini's overture to the opera is not the original, but one he had composed seven years earlier and which he had used at various times for *Aureliano in Palmira* and *Elizabeth, Queen of England*. Its gaiety would seem more suitable as a setting for the story of Figaro set in seventeenth-century Seville than for a tragedy about Elizabeth. The main roles in the new production are taken by John Heddle Nash as Figaro, Patricia Kern as Rosina, and Kevin Miller as Count Almaviva. The producer is Douglas Craig, with the sets designed by Carl Toms. Other notable events in the second half of the season will be a new production of Strauss's *Ariadne in Naxos* and the revival of Janacek's *Katya Kabanova*.

Left: Figaro and Count Almaviva spy on the house of Dr. Bartolo

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Leon Bagrit

Deputy chairman and managing director of Elliott-Automation Limited, Mr. Bagrit is the driving force behind a group of fifty-eight companies and divisions, supplying everything concerned with automation from complex electronic computer-controlled automation systems to a wide range of industrial and scientific instruments. Both Americans and Russians have come to Elliotts for computers. The organisation has been built up in just over twelve years, since Mr. Bagrit took over the old-established firm of Elliott Brothers (London) Limited (which still forms the core of the Elliott-Automation Group). In those twelve years, the number of people employed has risen from 650 to 14,000. Leon Bagrit was born in Russia, but his parents left when he was two to settle in Belgium. On the outbreak of war in 1914 he came to England at the age of twelve. Mr. Bagrit started his business career with Avery's, the weighing-machine manufacturers, and was at one time a divisional manager there. At the age of twenty-seven he was already general manager of Herbert and Sons Limited, another weighing-machine manufacturer, and in 1935 he formed his own company, B. & P. Swift Limited, to exploit his patents and designs. Three years later, the firm moved to a new factory on the North Circular Road. When the war came the firm naturally switched to the manufacture of aircraft equipment and played a not inconsiderable part in the war effort. After the war Mr. Bagrit was asked to help in the re-organisation of Elliott Brothers. Shortly afterwards, the two companies were merged. Mr. Bagrit became managing director of the combined companies and began creating a business in the entirely new field of automation, which he had the foresight to see would be the key to industrial progress. In 1957, Elliott Brothers and Associated Automation Limited were merged to form the basis of the Elliott-Automation Group. Mr. Bagrit is married with two daughters. He is an authority on eighteenth-century English and French furniture and Renaissance bronzes and sculptures, a musician and a discerning collector of pictures. His office is the former drawing-room of an Adam house, in Portland Place, London, which he has carefully restored

COMPETITION IN SELLING PETROL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

You are out driving on a major trunk road, well away from home, and you notice you need some petrol. The fuel gauge, in fact, is hovering not far off nought gallons. You say cheerfully to your passenger that it always says empty for quite a while before it really means empty; you are naggingly aware that you would not care to define " quite a while," and you are not sure how long it has been showing nearly empty already. However, this is a major road, not short of garages. You have a favourite brand of petrol; you are convinced, let us say, that something the others haven't got, be it benzol, I.C.A., ingredient X or ingredient Y, suits your engine, while there are some brands of petrol, you always argue, that simply don't give you the performance you like. Quite inevitably, these are the brands that you see advertised on the next garage that you pass, and the next, and the next. . . . How long will you hold out for that brand that you like? And when it finally heaves in sight, if this is really a major road and the traffic is really heavy—and the garage is on the right, as it always is—will you take the trouble to wait and turn across the oncoming traffic stream? Or will you take the next drive-in on the left, brand or no brand, and have " Four of super, please? "

These little tests of willpower are being repeated endlessly every day (and particularly at week-ends) all along every mile of the major roads of Britain: what the marketing experts call " brand loyalty " is time and time again being put to the test at the pump, and there are an awful lot of renegades. At some point on the fuel gauge, every motorist says " Petrol is petrol "; there are even some cynics who say it all the time. The oil companies lavish a great deal of scientific effort and care upon devising new additives that will give their particular brand some distinctive quality that will endear your engine to it, and much literary and graphic talent upon not letting you ignore this. But they are aware that their customer is mobile, his need often at once urgent and fleeting. So an equally important part of their selling effort is to ensure that as often as possible, wherever and whenever his need occurs, there shall be a petrol station ready to sell him the brand they have poured such technical and advertising efforts into, they hope, persuading him to prefer.

One result of this, in the petrol business, is that competition must manifest itself to a considerable extent in trying to get the best pattern of distribution; tying up the right geographical selection of garages, particularly on the really busy roads, is as important as any wooing of the motoring customer. Indeed, if on a very busy road your competitor has got in first at some of the best corners (become an oil company, if you will, for a minute), there will be an incentive to build your station as close to him as you can, so that he shall not pre-empt the choice of brands at that particular point. And considering the big selling efforts you are making, would it be good business for you to offer motorists a choice of more than your own and perhaps some associated marketing brands on your station, or the station to which you have offered considerable inducements to make a contract with you? You may indeed take the opportunity of concentrating on your own brand of lubricating oil and any other accessories that you or any suppliers who are good friends of yours happen to make. Some people may complain that on such a " solus " site you are restricting the motorist's choice. Being unfortunately aware that within about 200 yards either way there are two or three of your major competitors doing just the same thing with different brands of petrol, oil, and other accessories, your own complaint might be that there is altogether too much choice in the area for any single filling station to get enough trade.

The mobility of the motoring customer and the homogeneity of motor fuel (i.e., the fact that any car will run, ideally or not, on any brand of a given grade of petrol) have other effects beyond making the oil companies anxious to distinguish their brands and to make them available as widely as they can and as near to their competitors as they can. Another effect, though you might not believe it in Britain, is that petrol is particularly susceptible to price-cutting. The major companies don't cut retail prices of petrol against each other, because if one stands to gain in a particular locality, there is sure to be another place where it will be the loser. A petrol price war, such as occasionally breaks out for example in the United States, tends to end up with most of the companies having more or less the same share of the market and all the prices—and profit margins—a good bit lower.

During the last year, as most motorists know, there has been some price cutting in petrol in Britain. It has not affected a great number of pumps, and it is mainly confined to a few localities, mainly within a reasonable radius from the ports where supplies of cheap petroleum products have been brought in. There is a large surplus of oil in the world; though the major oil companies have cut their prices of petrol to the motorist, there are large " distress cargoes " of even cheaper motor spirit to be had, for example, from certain of the refineries on the Continent who cannot get rid of all the motor spirit they produce through their normal marketing outlets. Any small trader who has the use of some oil storage facilities and can get himself a road tanker fleet can try to induce some garages to sell his petrol well under the price that the major companies charge—at any rate, so long as the oil surplus lasts, and it shows no signs of disappearing very soon.

In Britain, where most of the refining and marketing facilities—and also the storage—belong to major companies and most of the filling stations are linked contractually or by ownership to them, such competition is not very strong. The enterprising Jet Petroleum firm is carving itself out a comfortable small business without much more than faintly irritating the major companies, who have too big an investment in everything required to supply the market over a long time to be prepared to follow it down to the rockbottom of petrol prices. Nevertheless, the world surplus of oil, and the situation of Britain as a market in which petrol prices have generally stayed firm (in contrast, say, to Germany, Switzerland, and Italy) are attracting other and probably more formidable competition.

At a Press conference last month Total Oil, the marketing subsidiary of the *Compagnie Française des Pétroles*, the best known of France's oil companies, announced detailed plans for entering the British petrol market on quite a large scale in the New Year. Total already has one station selling its petrol near Manchester, and is said for some time to have been supplying its products to a number of independent filling stations in the North and Midlands. It hopes to be selling its products from 50 to 150 petrol stations, in the London and Manchester areas, within six months; it says that already 300 independent owners of garages have inquired about handling its petrol. It will sell mainly through such independent stations; but it may run about a dozen stations of its own, and plans to compete mainly by offering more assiduous service.

Total is not—in the retail market for petrol—likely to be a price-cutter. It has for some years been selling petrol to big commercial customers, where all the major companies, without any very elaborate marketing systems to maintain, compete pretty hard on price: the small Jet company, indeed, which used to operate mainly in that market, claims that it was the savage price-cutting there by major companies that drove it to try its luck with the retail customer at the roadside pump. But if this French company does succeed in carving itself out a substantial slice of the market it may attract other " big independents " into the British market, provided that they are prepared to put in the pretty big investment in storage, distribution and possibly landing terminal facilities required to bring the oil in. The Italian State concern E.N.I. has frequently expressed interest; some biggish American companies, too, with a lot of spare oil and insufficient marketing outlets for it are known to cherish ambitions concerning one of the most stable markets for petroleum products in the world.

As it happens, during this year and next a large number of the contracts made between the oil companies already here and the garages who accepted " a tie " to them some years ago are coming up for renewal. Some of these filling station owners may be tempted by the presence of newcomers in the field to hold out for better terms than before. They might, however, be given pause in making or renewing any contracts at all by the fact that the whole " solus site " system of selling petrol at one-brand stations is now beginning to be investigated by the Monopolies Commission.

The parent company of Total, C.F.P., is partly owned by the French Government; E.N.I., which may also try to break into the British petrol market, is an Italian nationalised concern based primarily upon a near-monopoly of natural gas there. Total's interest in Britain appears, moreover, to be partly motivated by pressure on its own home market by other French semi-nationalised oil concerns. It is one of the participants in the development of Saharan oil, but this is not as yet a major part of its oil production, most of which comes from the Middle East; and the probability that Saharan oil will be particularly favoured by State controls on the oil industry in France may force C.F.P. to find marketing outlets for most of its Middle East oil elsewhere. It has not yet engaged in price-cutting to the motorist, but it could be forced to; and E.N.I., which may also arrive, has for some months been engaged in a fairly successful price war with the international companies in the Italian market.

If price competition becomes more likely in the British petrol market, the motorist is not likely to complain very hard. At the same time, he is concerned not only with motoring to-day but with going on motoring in future. Prices of petroleum products need to offer a sufficient margin for the industry to go on developing new oil sources to supply the world's ever-growing appetite for petroleum, in the long run. And in the short run one cannot forget the " host countries "—those Arab landlords of the major oil-producing countries which in Beirut last month, for example, were complaining that they were being swindled and threatening to hold back exports of their oil in order to stabilise prices. There are many interests and pressures, all in their way legitimate, to be considered by the big oil companies—which are not finding it as easy to satisfy them as they did in the first ten to fifteen years after the war.

THE ROSS SPUR MOTORWAY

The Minister of Transport, Mr. Marples, last week opened the latest addition to Britain's projected motorway system, the M.50, known as the Ross Spur. Built at a cost of £6,000,000, this consists of 21 miles of gently-curving dual-carriageway which runs westwards from near Tewkesbury, over the Severn, through stretches of rural countryside in Worcestershire, Gloucestershire, and Herefordshire to Ross-on-Wye. It forms a spur on the Bristol-Birmingham motorway now under construction, and is a link on the improved road system between the Midlands and South Wales. The Ross Spur Motorway is claimed to be one of the most beautiful roads in Britain. It has gentle curves calculated to lessen fatigue for motorists, and thirty-nine bridges. Cars travelling at the M.50's designed speed of 70 m.p.h. can cover the route in 20 minutes. The main contractors were A. E. Farr Limited, R. M. Douglas Limited (of Birmingham), and Tarmac Civil Engineering Limited. There are two major bridges, one over the Severn and the other over the Wye at Bridstow. With its approach viaducts, the Queenhill Bridge crossing the Severn is half a mile long. It is being constructed in halves; one carriageway is open and the other is due to be open next spring.

The motorway crosses a minor road by means of a flyover. The Ross Spur runs from near Tewkesbury to Ross-on-W

After the official opening ceremony traffic moves up the approach to the Queenhill Bridge (seen below)

ance of 21 miles

A pattern of approach roads to the motorway as it passes through wooded country at Jay's Green

At Ross-on-Wye, the motorway, part of the Birmingham-South Wales route, ends in a large roundabout

Left: Half of the Queenhill Bridge is in use, running over countryside flooded by the Severn

INDUSTRY AND THE STOCK MARKET

DRINKING PARTNERS

By "THE SPHERE" CITY CORRESPONDENT

For most people, bad weather means discomfort and inconvenience. For industrialists, like brewers, raincoat makers and sports-gear manufacturers, it can mean the difference between profits and losses. Thus Mr. Edward Thompson, chairman of Ind Coope, one of the top three brewing companies, said in his recent report to shareholders: " September and October continued wet and trade has been depressed . . . it is difficult to compare current trading with that prevailing last year when the weather added two months to the trade's summer season. With the help of the good weather which prevailed until the end of June, marketing . . . achieved all that was asked from it."

This concern with the climate is understandable for it is an observed fact that fine weather entices us out of our own doors and often into public houses. In the twelve months from April 1959 to April this year, beer production exceeded 26,000,000 barrels, the highest output for ten years. Besides the long, hot, thirsty summer, there was a cut of 2d. a pint in beer duty in the 1959 Budget and the consequent impetus to sales carried right through to the middle of this year. Not even the most optimistic brewer would expect a return to the swilling days of pre-1914 when Britain was the heaviest beer drinking country in the world, with an annual consumption of 30 gallons a head. We consume less than two-thirds of that amount now, although it does appear that the steady fall in beer drinking that started soon after the last war has to some extent been reversed.

Alarmed at the trend, the brewers reacted energetically. They went in for intensive development of bottling plants as it became clear that television-bound families preferred to drink in their homes. They smartened up their public houses, installed television in the bars, and extended their selling lines to include ice cream, soft drinks and sweets. Some even built annexes where parents could " park " their children. But the most drastic moves were a series of take-overs and amalgamations, designed to cut production costs and secure more sales outlets. About 65,000 of Britain's 72,000 " pubs " are tied to breweries. These mergers are a continuation of the trend of the last fifty years during which the number of wholesale brewers has been reduced by more than two-thirds. Usually the result of a merger is the closure of breweries or their conversion into bottling plants, and the sale of pubs which have become unprofitable.

Mr. Edward Thompson has said that since Ind Coope's merger with Taylor Walker last year the number of employees of the two firms has fallen by 600. Another progressive move by the brewers has been to make trading arrangements to sell one another's beers.

Ind Coope has been in the forefront of the modernisers and absorbers. Its attractive Hotel Leofric in Coventry was the first of the new post-war provincial hotels. It owns about forty other hotels, as well as a chain of 5,000 pubs. Together with Whitbread, Watney Mann, and Newcastle Breweries, it produces Squires Gin to compete with the " brand " names of the Distillers Company on which the brewers have not been too happy about their profit margins. Ind Coope's earnings over the last decade have grown from £2,500,000 to more than £7,000,000 in the year that ended last September.

Arthur Guinness and Co., another of the giants, is unique in that it has no pubs of its own, relying on its competitors to sell its widely-renowned product. It has, however, recently collaborated with another brewing firm to build a pub in one of the new towns. A slightly eccentric sideline is its ownership of Callard and Bowser, the butterscotch firm, William Nuttall and the Lavells sweet shops.

Watney Mann is the third of the big three in brewing. It was formed in 1958 through a merger of Watney's and Mann Crossman and Paulin, and now owns 4,600 pubs and hotels in London and the Home Counties. It came into the headlines last year when Mr. Charles Clore, the industrialist and financier made a take-over bid, having cast an appraising eye on the company's valuable properties. He was unsuccessful but Mr. Simon Combe, Watney's chairman, promptly took the hint he had offered and hived off the properties into a separate group.

Bass Ratcliff and Gretton has the good fortune to sell a beer that is as famous as Guinness and even during the tough years of the early 1950's when beer drinking was declining, its profits grew steadily. Courage Barclay and Simonds was formed from two mergers and the group now owns 2,250 pubs and five breweries. Talks with Guinness are being held at the moment to produce and market lager in Britain.

There was a clash recently between the Courage group and Charrington and Co. for control of Brutton Mitchell and Toms. This was an unusual event, for brewers tend to have similar backgrounds and interests, and their mergers are usually friendly affairs; so when Charrington over-called Courage's bid, the latter politely but promptly withdrew, spurning a tussle.

There can be no doubt that more mergers and trading agreements are on the way. Unless the weather is set unfair, prospects for the livelier breweries must be fairly bright.

The shares of the leaders yield between 4 per cent. and 4½ per cent. Most of the chairmen now reporting on their 1959-1960 profits have a cheerful tale to tell but speak a little sadly about current sales.

GOOD LIVING

by Ganymede

Château de Panisseau must be regarded as a curiosity by the oenologist. It is certainly a quite delightful one at that, to the wine drinker. Its vineyard is situated in the midst of others which produce heavy, sweet wines (Monbazillac is its nearest neighbour,) and yet the wines made there are fresh, light and dry, with a fine bouquet, strongly reminiscent of the wines of Alsace, in the most distant corner of France. I have met this wine here and there in my wanderings in France, but only recently discovered that it can be bought in London. It was with the London shipper's introduction that I visited the owner of the domain, Madame Becker, saw the wines being made, and was able to discover the reasons for the existence of this gay wine, so like Alsatian, including the shape of the bottles. The type of wine you get from your grapes depends to a large extent on the method of vinification, which is chosen to suit the particular grapes, the soil and the climate. Madame Becker explained that the soil of her property is totally different from that of its neighbours; these hillsides, or côteaux, have a stony soil, rich in chalk, similar to the wine-producing regions of the north.

This charming lady, who took over the Château only three years ago, has spent her whole life in the world of wine growing; her large estates in Algeria are now run by one of her sons, so that she can concentrate on the development of this château. In addition to the white wines, there is an excellent rosé and a sparkling white made there. Madame also told me, that her wines have faithful adherents all over France, where the wine trade has a different structure, and growers supply direct not only restaurants but private consumers. The London shippers, Hedges and Butler Ltd., list four Château de Panisseau wines, and the prices are surprisingly reasonable. The (dry) Blanc de Blancs, which is shipped in cask and bottled here is only 9s. 9d. a bottle, the Tête de Cuvée Selection is 13s. 3d., the Blanc de Blancs, Très Sec, 11°, is 13s. 9d., and the sparkling version, Brût Fine Perles, sells at 19s. The last three are bottled at the château.

An interesting experiment was tried by the Friends of Wine a little while ago in collaboration with the Cheese Bureau, which represents the interests of the makers of British cheeses. There is nothing new in " wine and cheese " parties, but on this occasion we were confronted by a list of a dozen wines and nine British cheeses, in the suggested best order of tasting. The wines showed the greater variety, starting with an Alsatian Gewürztraminer 1955, and including a Hock, white and red Burgundy, Clarets, a fine Châteauneuf du Pape 1957, a Chianti, and a Spanish Rioja, and ending with a Tawny Port. The cheese made a brave show, from mild Caerphilly to sturdy Stilton. I don't think the experiment was to be taken too seriously, which is just as well, as one would not like it to create a precedent. While on the subject, I wonder how many of my readers realise that the cheese they know as Gruyère in this country, is most likely to be Emmenthal, and the two are by no means the same. Both are made in Switzerland, and one supposes that many years ago it must have been only the Gruyère which was imported.

Emmenthal, which to-day represents the greater part of the Swiss cheese production and export, is made in and near the valley of the Emme, in the German part of Switzerland around Berne, while Gruyère is the product of the French-speaking canton of Fribourg and gets its name from a valley of that name. Both are made of cow's milk, by a very similar process, but there are some differences in detail. First, the Emmenthal, probably the largest cheese in the world, is made in the shape of a " wheel " weighing about 200 lb.; Gruyère is much smaller with half the weight. The other differences are caused by different after-treatment and maturing processes. Gruyère is ripened in a cool and humid atmosphere, while the Emmenthal is kept for several months in dry and warm cellars. Emmenthal has a regular formation of holes, the size of which varies between the size of cherries and walnuts, while Gruyère has much smaller holes, and the delicate flavour of the latter is just a little sharper, very much appreciated by the connoisseur. Apart from these two genuine Swiss cheeses, there is so-called Emmenthal made in other countries, *e.g.* Germany, Austria, etc., and I have come across a very fine Gruyère made in Savoie, in France.

My mention of *La Pojarsky de Faisan Smitane* a fortnight ago seems to have interested a number of readers, and I have received some requests for the recipe. I consulted Monsieur Laplanche, head of the restaurant kitchen at the Savoy, and his principal assistant Mr. Trompetto, who is an ardent exponent of Russian dishes, and through their kind co-operation I am able to give instructions, which are quite simple.

The meat of the pheasant (or chicken, in the case of *Pojarsky de Volaille*) is laboriously chopped up and, while chopping continues, thick cream is worked gradually into the chopped meat. Salt is added and the work must be carried on over ice or in the cold room. When the right consistency is reached, cutlet shapes are formed and these are slowly fried in butter in a thick pan. The sauce smitane is made in Russia with sour cream but, if this is not available, a small quantity of vinegar can be used with fresh cream. Pour away the surplus melted butter from the pan, having removed the cutlets to be kept hot, add a little vinegar, and while stirring, reduce to about half the volume. Add the cream and let it bubble until the sauce is the right consistency.

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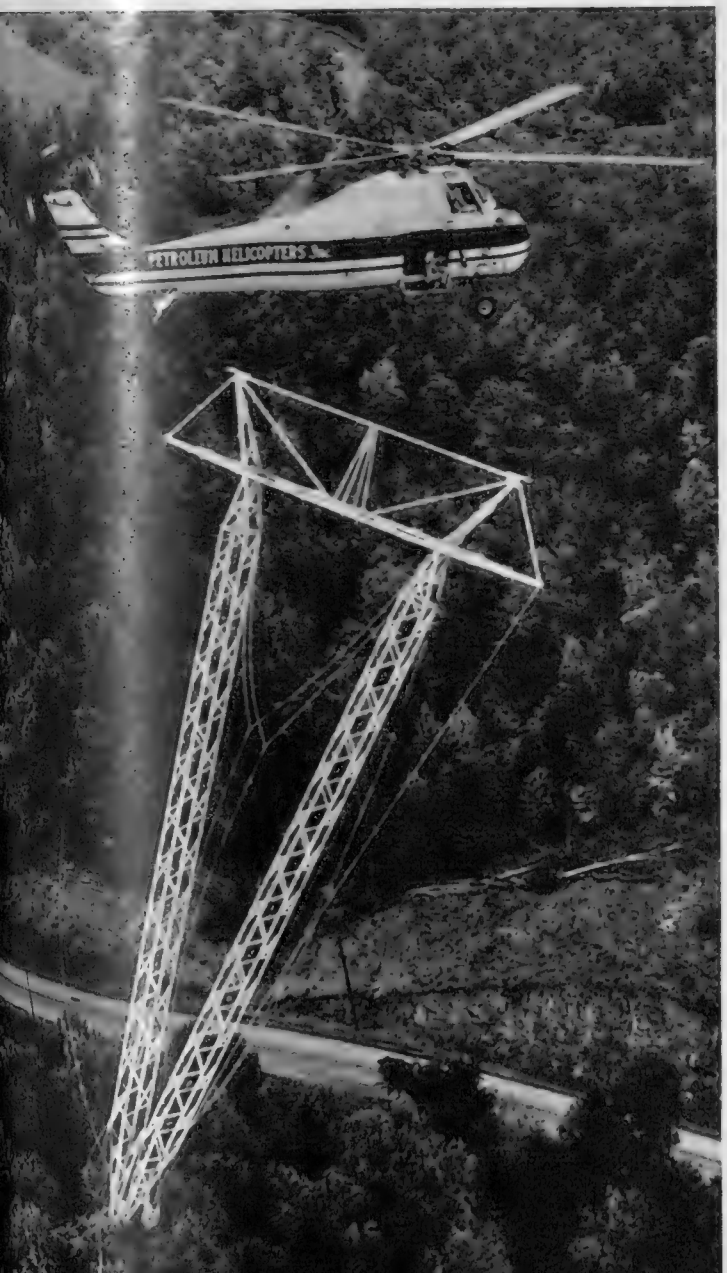
A Nord SS.11 missile, aimed at a moving target, streaks from a United States Army HU-1A Iroquois helicopter during tests at Aberdeen, in Maryland. The Iroquois is a utility helicopter, specially designed for the U.S. Army by the Bell Helicopter Corporation. The missile under test is of French design and manufacture, and can be launched from the ground or the air, when the pilot guides it visually

MECHANICAL DRAGONFLIES

Left: Westland Aircraft Limited, of Yeovil, are producing a substantial number of P.531/2 Mk. 1 helicopters for use by the Army, under a Ministry of Aviation order. They are due to be delivered some time next year. The P.531/2 Mk. 1, powered by a Blackburn Nimbus engine, is a general-purpose machine which is particularly suitable for high-altitude operations. In its passenger-carrying form it has two seats in front and a rear bench-type seat for three or four. In its role as an ambulance the space is utilised for two stretchers. A lightweight hoist can be fitted for rescue operations. The machine is a military version of Westland's Wasp

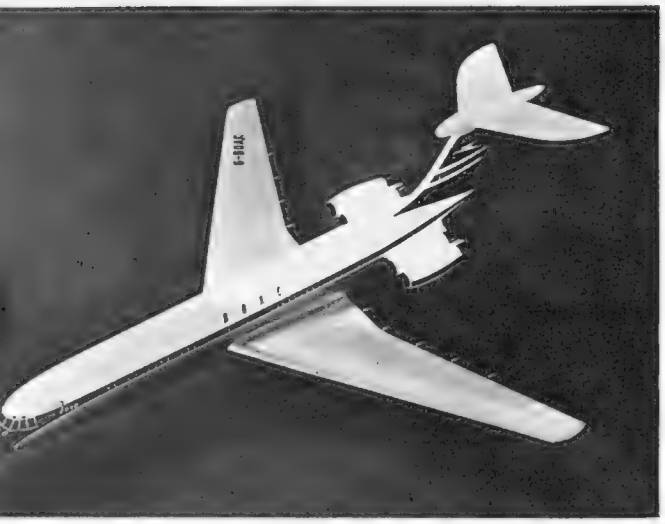
Below: A member of the crew carefully watches a huge aluminium tower which is being taken by helicopter to a new electricity project in Virginia, U.S.A. The helicopter is a general-purpose Sikorsky S-58. The tower it is lifting is one of many which together will carry a 138,000-volt cable over 18 miles to the Smith Mountain hydro-electric dam, being constructed on the River Roanoke



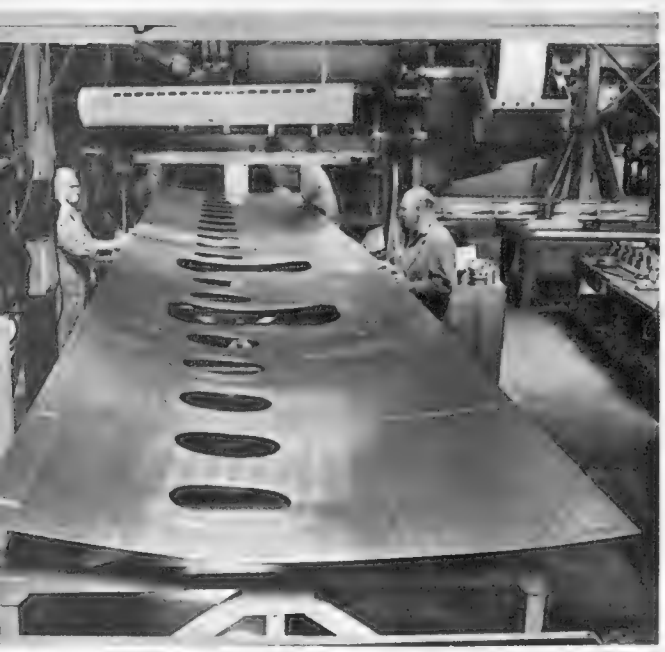
Below: Another helicopter from the Sikorsky Aircraft Division of the United Aircraft Corporation is the S-60, " Flying Crane." It is seen delivering a cargo container, about the size of a lorry, to a freighter in the Hudson River, during a recent demonstration. The helicopter carried the container from the New York Central railway goods yard to the ship. The seats for the pilot and co-pilot in this machine are in a glass-enclosed cabin which provides unobstructed vision in all directions. The co-pilot's seat is designed to swivel to the rear so that he has a clear view of loading and unloading operations. The Sikorsky " Flying Crane " can carry 10,000 lb. (its maximum payload) over distances of up to 23 miles at an estimated cruising speed of over 100 m.p.h.

CONSTRUCTING THE VC10

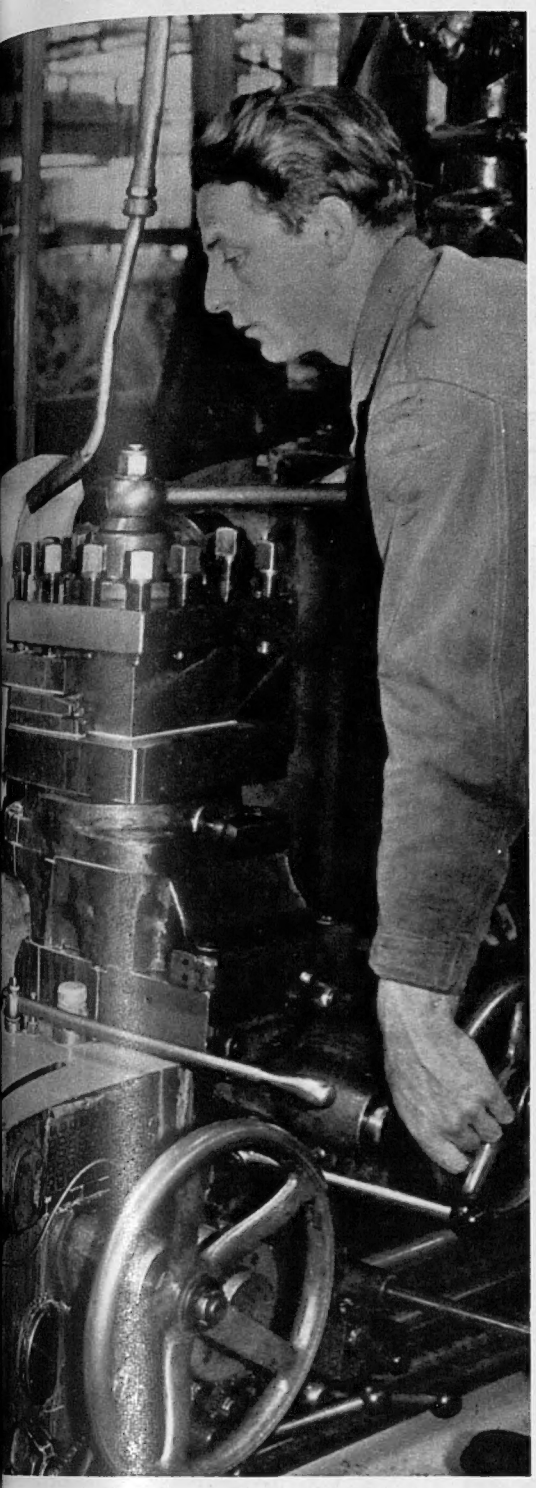
Production of the Vickers VC10 long-range jet airliner is being carried out at the Weybridge works of the British Aircraft Corporation. It is the biggest single aircraft project ever undertaken in Europe. As is now the custom, there will be no prototype. Testing will be carried out as the airliners come off the production lines. The first of the VC10's is expected to fly late next year or early in 1962. B.O.A.C. have ordered thirty-five of the airliners, delivery to start in 1963. This is a contract worth £60,000,000, less spares. Designed in collaboration with B.O.A.C., the VC10 is comparable in speed and payload range with the big American jet airliners. Vickers stated they had decided to " concentrate on the airfield performance and economy of an aircraft that could cruise at 600 m.p.h." Able to carry 150 passengers, the airliner will have a range with full payload of 5,530 miles. To achieve this performance, and to reduce noise and vibration in the cabins, the four Rolls-Royce Conway engines are grouped at the rear of the fuselage. The VC10 measures 140 ft. across in wingspan, with a fuselage length of nearly 159 ft. Although the airliner was designed to meet B.O.A.C. requirements on the African, Australian and Far East routes, it has become clear that its performance will enable B.O.A.C. to use it on the North Atlantic route as well. One feature which deserves special mention is that the VC10, like the Airco DH 121 for B.E.A., has been designed from the start to be fitted with automatic landing equipment of an advanced nature. That for the VC10 is the work of Elliott Brothers (London) Limited.



An impression of the Vickers VC10, four-jet airliner



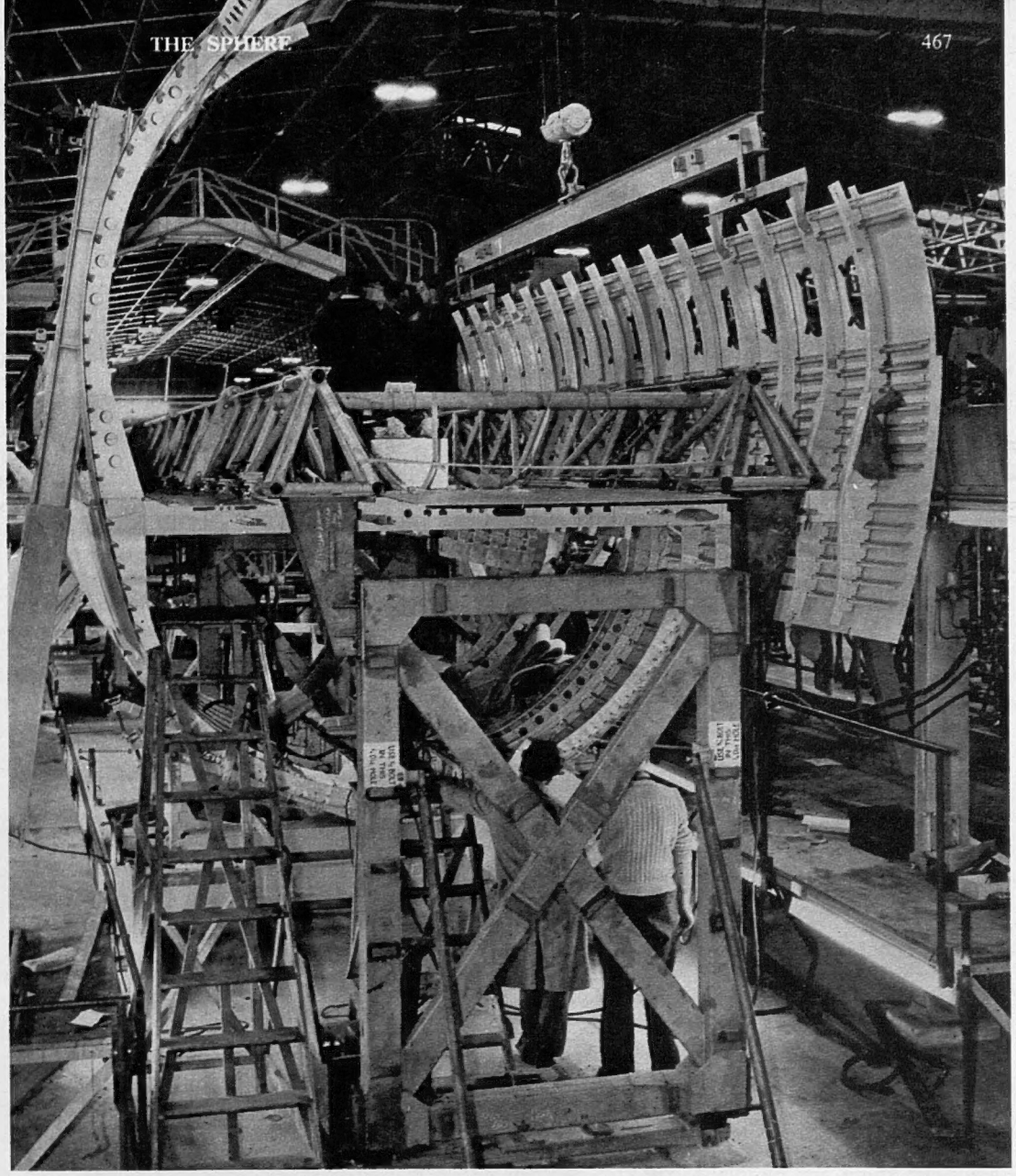
A side fuselage panel for the airliner. It is 34 ft. long, and has been milled from a solid aluminium billet and further shaped under a 300-ton mechanical press



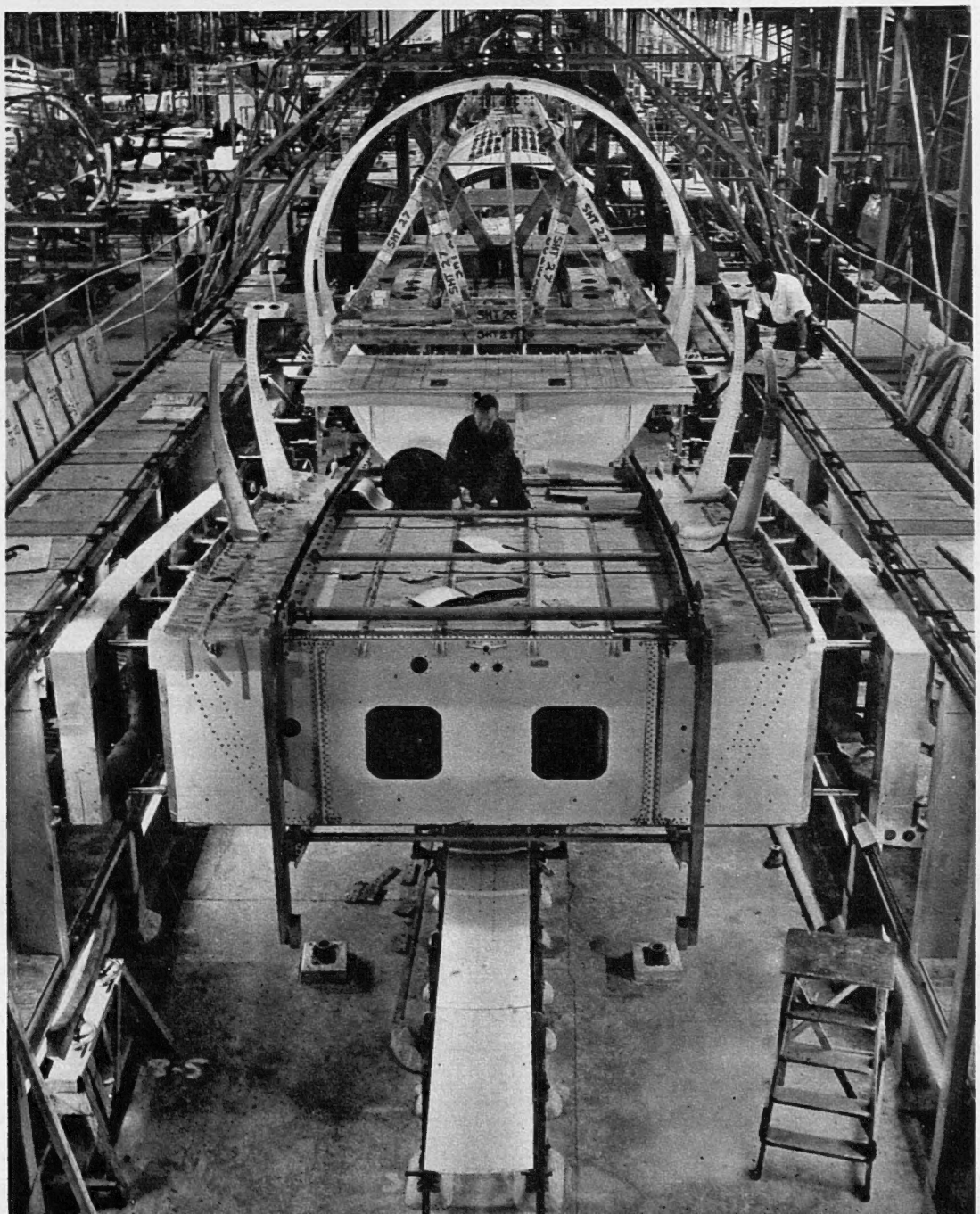
Machining the main shock absorber strut (the main undercarriage leg). This weighed 2,600 lb. after forging, reduced to 1,484 lb. after rough boring, and then to 365 lb., after fifty-seven subsequent operations. The total time which is needed for machining the high-tensile steel cylinder is about 250 man-hours

Left: The front fuselage is built in two sections, which are joined at floor level. The lower section contains the nosewheel bay, intercooler intakes and a servicing hatch

Right: In the foreground of the skeleton VC10 is the centre section of the multi-cell torsion box which constitutes the main wing structure



The forward fuselage is built up with closely-spaced frames and stringers. Right is a window panel in position



MOTORING

ANY OLD IRON?

The British car industry and the law; B.M.C. may increase prices; meeting a Ghost from the past

By **COURTENAY EDWARDS**

What happens to the old " bangers "? Where do the old cars go when they grow so decrepit they are no longer worth repairing? Many people must have asked these and similar questions when they read of a young man being fined at Solihull, Warwickshire, for causing " defacement by litter " by abandoning the wreck of a twenty-four-year-old Ford at the roadside. Thousands of cars are abandoned in the London area alone every year; at the roadside, in car parks and in garages where they are left for repairs, the cost of which the owners apparently decide later they cannot afford. The Motor Agents' Association, who have more than 2,000 garage-members in the Metropolitan area, are worried about the problem and, following a survey, are likely to promote a round-table conference with the police, Ministry of Transport officials, the A.A. and R.A.C.

Most old "bangers" eventually find their way into the breakers' yards, of which there are probably a couple of hundred in the London district. They command a scrap price of £3 or £4. They are ripped apart with acetylene cutters, and the bits and pieces are sent to scrap metal merchants for eventual re-smelting. I understand that in Germany and the U.S. there are special presses for the cheap mass-destruction of old cars, which allow a better price than the breakers who cut them up by hand can afford to pay.

The Restrictive Practices Court, under Mr. Justice Diplock, has been inquiring into the way in which the British motor industry sells its cars. It has been taking a close look at the Motor Vehicle Distribution Scheme Agreement, to which the Big Five and practically all the other car and commercial vehicle manufacturers are signatories. Learned counsel have been asking industry witnesses penetrating questions about the distributor and dealer structure provided for by the agreement and about the discount system. Under this system it is usual for a distributor to pay the car manufacturer 21½ per cent. less than the basic price and to charge franchised dealers the basic price less 17½ per cent.

That gives the distributor a discount or margin, which is not clear profit by any means, of 4 per cent. A registered motor dealer (who must have a minimum workshop space prescribed by the industry under the distribution scheme as well as a certain number of skilled mechanics) gets 10 per cent. if he sells any make of car for which he is not a franchised dealer. Registered repairers (who must have room for four cars and employ two mechanics) get a 5 per cent. commission for introducing a customer to a dealer. On behalf of the motor industry it was urged that it was a safeguard to both the public and the manufacturers to ensure that anyone could order any make of car from any registered dealer even if he held no franchise for that particular make.

Was Sir Leonard Lord merely bluffing when he hinted, in his annual statement to B.M.C. shareholders, at the possibility of price increases for some of his cars? Some shrewd observers of the motoring scene are asking if Sir Leonard's warning was just another shot in the campaign to get the Government to ease the hire purchase regulations. This is what the B.M.C. chairman, never a man to mince words, actually said: " One danger of the present situation is that it may force us to increase prices. Since May 1957, when the last advance took effect, we have been absorbing increased labour and material costs by counteracting them with increased output. If output has now to be reduced this formula will no longer work. The 42-hour week introduced last March was equivalent to a 2 per cent. increase in labour costs and now the engineering unions are seeking a further award. We shall still endeavour to hold our costs in balance but we may be forced to make advances in some retail prices."

A model of the 1906 Rolls-Royce Silver Ghost is fitted with its spare tyre during final assembly at the Hackney works of Lesney Products and Co. Ltd.

Apart from the prospect of dearer motoring implicit in this statement I am a little worried by the thought that if Sir Leonard really means what he said, it suggests he is none too optimistic about the chances of a return to full production in the spring. Meanwhile, in the topsy-turvy world of car manufacture, Italian firms have found it necessary to make price cuts on certain models; an example recently followed in Britain by Standard-Triumph with their 1,670-c.c. Standard Ensign model.

Unexpectedly I came across one of Britain's most famous cars: the original Rolls-Royce Silver Ghost, which is owned by the makers, is always kept in perfect running order and which has already logged over 400,000 miles. I renewed acquaintance with this wonderful old car at the Londoner Hotel, W.1, at a party held to celebrate the production of the 200,000,000th sample of a famous make of car models: the Lesney " Matchbox " models, so called because they are small enough to be packed in imitation matchboxes in spite of the remarkable amount of detail they contain. They had the Silver Ghost there because the two ex-servicemen—John Odell and Leslie Smith—who started Lesney Products with their war gratuities in 1947, hit on the bright idea of producing a limited number of—appropriately—silver models of the Silver Ghost as souvenirs of the occasion.

This historic car was one of the first of the 40- to 50-h.p. series designed and built by the late Sir Henry Royce in 1906. The firm's first managing director, Claude Johnson, had a special aluminium-painted body fitted to one of the early chassis and that is how it got its name. All the external metalwork was silver-plated. The Silver Ghost remained in production under that name for nineteen years.

Briefly. . . . I attended an unusual party the other day at the Rootes Group, Piccadilly, showrooms. It was staged by the Hatters' Information Centre to launch a new hat style—the Alpine. Wearing one of these gay, colourful hats, which reflect the Tirolean influence, Jack Brabham, champion racing driver of the world for the second year running, drove into the showroom in—a Sunbeam Alpine. . . .

Remember the TR3-based Peerless gran turismo car? The company which formerly built it ran into financial trouble and it is now in production at Slough, Bucks, under new ownership, though its designer, Bernard Rodger, still has a close interest in its fortunes. It is now called the Warwick, costs £1,666 (including tax, overdrive and heater) and is almost identical with the Peerless in appearance and specification but has a better interior trim. . . .

British cars did well at the U.S. Grand Prix meeting at Riverside, California. The G.P. event itself was won by Stirling Moss in Mr. Rob Walker's Climax-engined Lotus. In the international compact car race held as a curtain-raiser Jaguars finished first and second, and Peter Harper—surely one of Britain's finest drivers to-day—came in third in a 1½-litre Sunbeam Rapier (which must make people like Geoffrey Rootes and Peter Ware very proud). . . .

Latest chapter in the success story of the B.M.C. baby twins—the Austin Seven and the Morris Mini-Minor—was written when leading Canadian motoring journalists chose them as Canada's " Car of the Year " in recognition of their " good design and customer value." The twins are so popular in Canada that B.M.C. have had to step up their deliveries to well above the former figure of 120 a week. . . . Another 22 miles of motorway came into use in Britain recently with the opening of the Ross Spur—M.50—which links A.38 (the Bristol-Gloucester road) with the Ross by-pass and which will eventually be joined at its eastern end with the Bristol-Birmingham motorway, now under construction. There will be no roadside telephones, as on M.1, so the A.A.'s radio-controlled breakdown service will have special value. . . .

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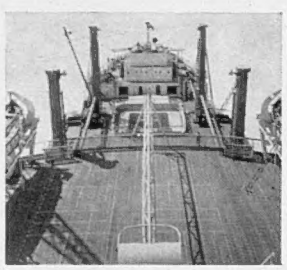

The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool drawing-room and library.

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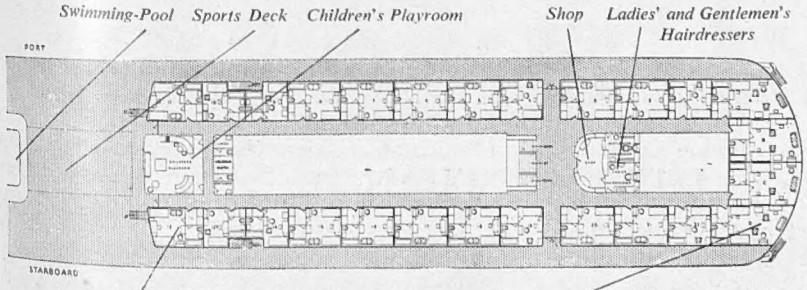

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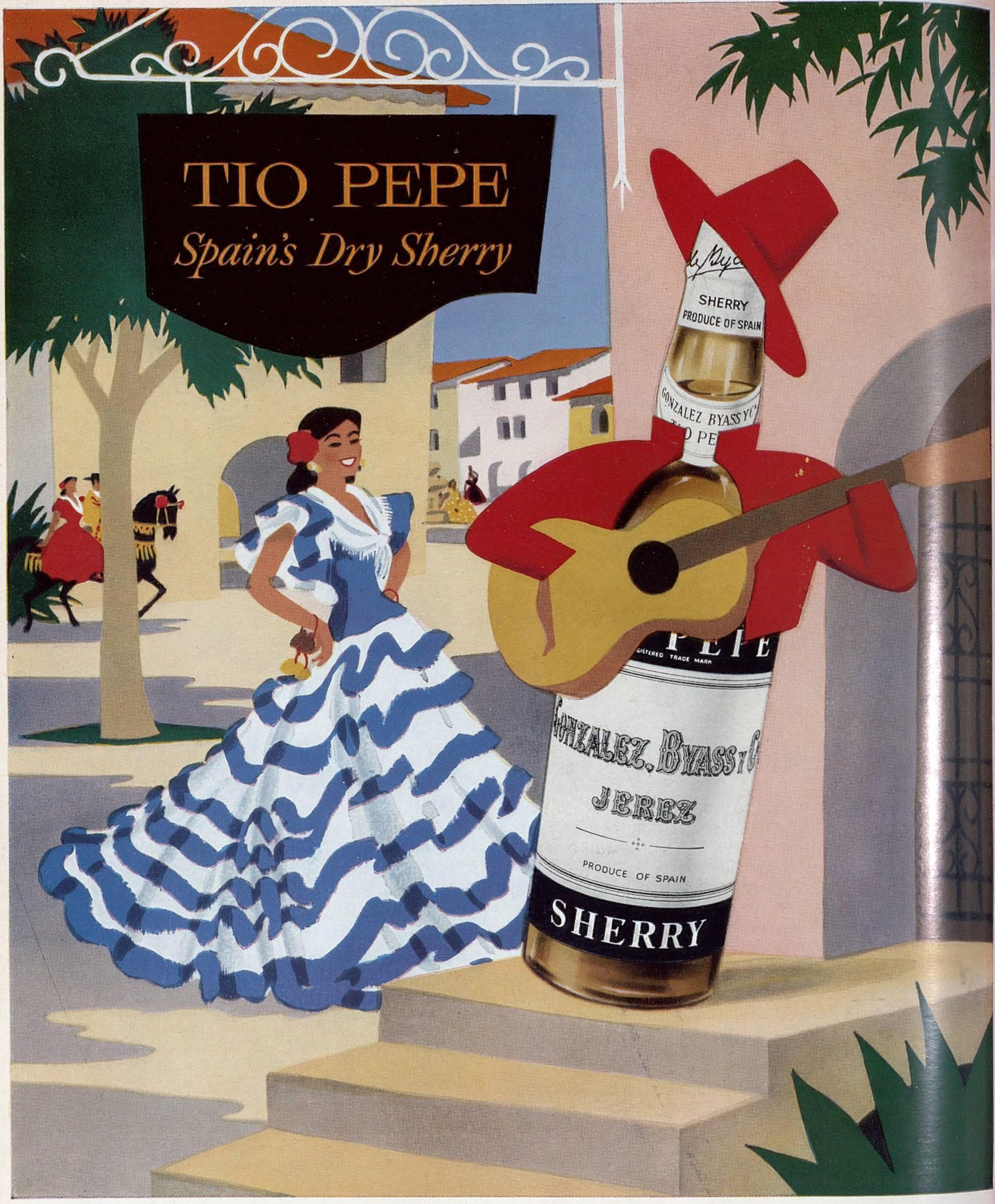

GONZALEZ BYASS

SHERRIES OF DISTINCTION

CREMA

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